DALY CITY RECORD

Companion Publication with the SAN MATEO INDEX of the City of San Mateo

BY J. L. BROWN — DALY CITY, (VISTA GRANDE P. O.) SAN MATEO CO., CAL., FRIDAY, APRIL 4, 1913 — VOL. 5, NO. 1

ECESSITY AWOK UP ONE COU

erience of San Joaqui Cost of Bond Issue to Good Roads

About five years ago San county woke up to the absolu for good roads in that al active men got toge ked up a bond issue for goo e every other proposition d that is undertaken, it position from people living unty for some time, who sent conditions good enou the extent of wading mu or several months in the y sting a great deal of time nd energy, getting their cro market. These few determin men, however, kept at the matter about a year's time convinc sufficient number of the people county of the necessity for g roads so that the bond issue was rried. They started the building of road system as quickly as pos after the bonds were carried and at present time a large part of the ro have been built. They figured at time that this bond issue would adva ated that the cost to the tax yers at the highest point of the tax when the bonds had been s which date by the way would be this year, would be about 2 cents on the hun dred dollars, and educated the people to expect to pay that amou for the purpose of having good roa through the bond issue which is something like $1,000,000. As a matter of fact as they started to build their roads people started to come into their and large tracts of land, which very materially enhanced in value. were cut up into small tracts out to small farmers to use which in actual cash the property has increased over $10,000,000 in the last years since these bonds were In other words, over 100 per cent upon the money invested in the roads, over $5,000,000 as less than $2,000,000 invested in these roads, and the people in that county are paying today exactly the same tax as they were paying before the bond issue, and this in spite of the fact that they are paying extra assessments of 5 per cent for a special assessment on the Woll's Fair, and several other special assessments which they were not paying at that time. In other words, their $1,850,000 bond issue is not costing the people one cent of tax over the amount they were paying before and in fact if it were not for the extra assessment on account of the World's Fair, they would be paying a considerable less on the hundred dollar valuation. A body doubting those facts can very easily find out for themselves by addressing the Chamber of Commerce at Stockton, Cal. The fact of the increase in the value of property where roads are put in good shape is so well known in the entire United States that it does not seem that it would be necessary for us to discuss that side of the question. Good roads are absolutely a sound investment for any community, but when they have proved to be such a sound investment for any community like San Joaquin county entirely upon this county, how much more must be to a county created next door to the West. Where the benefit of the bond issue will be to our farmers to use in hauling their crops to market, where we will be able to get rid of the overflow of population itself who are now compelled to crowd their produce through

OFF

7 a.m.	5 p.m.	3 a.m.	1 a.m.		
8:10	5:35	10:00	8:1		
8:25	5:50	10:15	8:		
*8:34	*5:59	*10:24	8:		
*8:38	*6:03	*10:28	8:		
*8:39	*6:04	*10:29	*8:4	4	
*8:47	*6:12	*10:37	*9:0	3	
*8:54	*6:19	*10:44	*9:09	11.9	
*8:57	*6:22	*10:47	*9:13	13.1	Brigh
9:01	6:26	10:51	9:20	14.3	Vallemar
*9:03	*6:28	*10:53	*9:24	14.8	Rockaway
*9:06	*6:31	*10:56	*9:28	16.0	TOBIN
9:07	6:32	10:57	9:50	16.6	Ransome
*9:12	6:37	11:02	10:05	18.1	Green Canon
*9:15	*6:40	*11:05	*10:08	18.9	Montara
*9:24	*6:49	*11:14	*10:18	21.1	FARALLON
*9:27	*6:52	*11:17	*10:30	22.8	MOSS BEACH
9:28	6:53	11:18	10:35	23.0	Marine
9:32	6:57	11:22	10:38	24.1	Princeton
*9:33	*6:58	*11:23	*10:39	24.4	North Granada
*9:37	*7:02	*11:27	*10:43	26.0	Granada
*9:38	*7:03	*11:28	*10:44	26.5	SOUTH GRANADA
9:40	7:05	11:30	10:45	27.1	Miramar
*9:42	*7:07	*11:32	*10:55	27.6	HALF MOON
*9:43	*7:09	*11:33	*10:58	28.1	Arleta
9:50	7:16	11:40	11:14	30.2	Fairhaven
9:55	7:20	11:55	11:20	30.8	Purisima
		*12:00		32.6	Sealrox
		*12:05		34.3	Lobitos
		*12:07		34.8	TUNITAS
		*12:13		36.1	
		12:20		38.0	
a.m.	p.m.	p.m.	p.m.		

6 a.m.	4 a.m.	2 p.m.	
6:31			
6:25	12:4		
*6:21	*12:40		
*6:12	*12:3		
*6:07	*12:2		
6:06	12:20	2:0	3:2
6:03	12:21	2:47	3:27
*6:02	*12:19	*2:43	*3:25
*5:58	*12:16	*2:40	*3:22
*5:56	*12:15	*2:38	*3:21
5:55	12:13	2:36	3:19
*5:54	*12:10	*2:35	*3:17
*5:52	*12:08	*2:33	*3:1
5:47	12:00	2:28	3:1
5:45	11:55	*2:25	*3:
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	a.m.	a.m.	p.m.

Trains stop on signals and to leave passengers.
At Tunitas, stages connect for San Gregorio, La Honda, Ballevale, Pescadero and
Trains No's 2, 3, 4, 5, and 6 are Daily.
ins No's 7, 8 and 10, Sundays Only.

Deputy Clerk Lowe Removed

A. L. Lowe, the deputy county clerk, was relievad from his office Monday by County Clerk Nash. The cause of the rupture between Nash and his assistant is not known in detail except that there has been financial difficulties between the two. Last week Nash filed suit in the Superior Court against Lowe to collect a balance on a note amounting to $1007.50, and interest and costs. The suit was settled by outside parties. Nash refused to discuss the matter further than to say that he was forced to part with his deputy "for the good of the service." —Redwood City Democrat.

At present Miss Elenor L. Falvey, who for several years has been an efficient attache of the office, is acting as chief deputy. Miss Falvey resides in San Mateo and is regarded with the highest esteem by her vast number of friends, whose concensus of opinion is that Joe Nash would do well to make the temporary promotion permanent.

Bring the Peninsula Closer to the City

Mayor James Rolph has called the attention of the new Board of Supervisors to one of the pressing and permanent wants of the city by his remarks on the highways to the county line. There are but two, or at most three, roads leading from San Francisco into San Mateo county. There should be a dozen. The roads that we have should be kept in the best of condition. They are usually in bad condition. They should be broad, direct, and built on easy curves and grades. They have many bad grades, are not direct, and are built with more than one sharp turn that invites accident.

San Francisco draws much of its supplies from San Mateo. In that direction lies its greatest opportunity for expansion. In feeling and in interests the people of that county are a part of the big city. In the near future they will be given an opportunity to say whether they wish to unite politically with this city as they long ago became one of its social and business units.

For all purposes—those of trade or politics or social ties—we need better roads. There must be highways for hauling produce; for driving by automobile or horse; and, most important of all, there must be a big improvement in the interurban transportation by trolley and by steam.

It takes our one electric line an hour and fifteen minutes to carry passengers from Fifth and Market streets to the town of San Mateo. With tracks arranged for express service, the run ought to be made in forty-five minutes or less. The reorganization of the Ocean Shore line promises to make that road a larger factor in transportation; and the Southern Pacific's Bay Shore line has been promising many improvements that are still to arrive. Another electric line lying between the present San Francisco and San Mateo line and the Ocean Shore is needed to build up that part of San Mateo county lying along the foothills.

Especially, however, this part of Greater San Francisco needs cheap transportation. The traveler can go from the Ferry Building to Elmhurst for ten cents. From Fifth and Market streets to San Mateo, which is but little further, he must pay twenty-five cents. Across the bay the commuter pays but $3 a month for a daily ride to and from the city. On the peninsular side he must pay double or treble.

San Francisco has done much to develop these cities across the bay, and has no reason to regret it. In spite of the efforts of a few politicians to create bad feeling, they are truly parts of this city in everything but political organization.

San Francisco should do quite as much to develop the territory along the peninsula. And the first way to develop it is to plan and carry through a scheme of highways and roads and rate schedules that will give quick and cheap transportation for this part of San Francisco. Ex-

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...du Pont to ...entire length ... touching at ...s and towns ...$1,000,000 has ...gislature, and ...re now being ... of both Dela- ...re thoroughly ...d roads move- ...e du Pont offer ...gn for better both states.

STATE HIGHWAY

Will Be Maintained By The State With No Cost To The Tax-payers---Automobile Licenses To Be Applied For The Upkeep of the Thoroughfare.

A vital point to this county and the State at large with regard to the State highways now being constructed by the California Highway Commission has recently been settled. In the following communication the Highway Commission expresses their intention of maintaining the highways which they are now building throughout the State:

[Letter Head
Cal. Highway Commission.]

SACRAMENTO, March 31, 1913.

San Mateo County Development Ass'n.
Rev. W. A. Brewer, President.
San Mateo, California.

Gentlemen:—In response to your inquiries, I am directed by the Commission to advise you that construction of the main line of the State Highway through your county generally following the Mission road is the only section of the State Highway which the Commission can construct through your county, and that the maintenance of this highway perpetually by the State will save your county annually many thousand dollars for its upkeep, which sum so saved would pay the annual interest on several hundred thousand dollars bonds if issued for other construction.

We are in hearty sympathy with the good roads bond proposition, which your county and several other counties are now planning, and for which the link through each such county will prove the most efficient part of the trunk line of the State Highway to which each county may tie its local system of roads.

Very respectfully,

CALIFORNIA HIGHWAY COMMISSION,
By (Signed) W. R. Ellis,
Secretary.

REMINISCENCE

Interesting Sketch by Hon. R. S. Thornton The Grand Old Pioneer of Colma Who Is Hale and Hearty At Ninety-Four

COLMA, Cal., April 4, 1913.

Editor J. L. Brown, Daly City Record.

Dear Sir:—Being invited by you to give a review of the surroundings of the northwest corner of San Mateo county, in which Daly City and Colma are located, I will endeavor to comply with your request to the best of my ability.

This section is of much more consequence now than it used to be. In early days the people of the county seat called us "sand hillers" for short and we accepted the name but retaliated by dubbing our neighbors of the county seat the "mud stickers." But now they are out of the mud and we are out of the sand, so the terms have passed into history and the sand hillers and mud stickers are cemented in the bonds of close friendship.

This county was organized out of San Francisco county in 1856. San Francisquito creek was the southern boundary and on the west the Pacific ocean and on the east San Francisco bay.

After organization the county was divided into three supervisor districts called townships. The first township extended from the San Francisco county line to Belmont. Halfmoon Bay comprised the second township and Redwood City was called the third.

I was elected supervisor of the first township in 1858 and under the law at that time one of the duties of a supervisor was to attend to the roads and highways—and trails. The only public county road in those days was the one leading from San Francisco to San Jose, now known as El Camino Real.

Although I assisted in making many roads and trails for the early settlers without county funds, my only recourse for revenue was that derived from the collection of a poll tax of four dollars assessed against every able bodied man.

My road district extended from the southern boundary of San Francisco to Belmont and west to the Pacific ocean, while the bay formed the eastern boundary. During my four years' service as road master I encountered many obstacles which might be called rough in these days. I used to smile at the task as I filled up mudholes with willow brush and took rails from settlers' fences to pry stages out of the mire.

Taxation was light in those days and property cheap. There were very few people to pay taxes then, as the land was owned in big tracts and a few owned it all. The holdings are smaller now and there are more people to pay taxes, hence the rate is lower and a special tax for good roads should come easy.

Many non-resident people owning lands in this county will pay more taxes than those who reside here, hence the resident voters of our county should vote for bonds to build good roads. The big land holders of our county are for the road bond issue and I wish to state to our voters, if there are any who are skeptical, about how the bond funds will be expended. This is a matter governed by strict law. The Board of Supervisors, assisted by a commission, will see that every contractor who has a contract to do work on the roads, is made to do his work right or forfeit his pay. The Auditor of our county will put a stop to a void contract and our Board of Supervisors are honorable men and will soon put a bad contractor up a spout where he can't collect the money on bad work. We all have to trust each other and confidence in our county officials is a great thing to assist them in doing the lawful business of the people.

In my second year as supervisor and ex-officio road master (1859) our board under the law could raise money for a road fund, so we levied a tax of eighteed hundred ($1800) dollars for the three road districts. At this time Joseph Ames was elected supervisor from Halfmoon Bay, and Mr. Diller, who was chairman of the board, inquired what we should do with the money.

Ames said "Mr. Chairman, I make the motion to third it."

I answered "I concur on that motion," which was carried and gave to each supervisor $600 for road work.

I laid out mine in the sand hills from where Collopy's saloon then stood, to the north side of I. G. Knowles' land, which is now Daly City.

That little money relieved us very much. Although it could not be called a conscience job, every year I put the greater part of my money into the sand hills until my road was out of mudholes and our present supervisor has made our old county road a grand highway—but he had a little more than $600 to do it with and he has fixed the coast roads better than any supervisor before him.

But what has been done is not sufficient for a first-class road, therefore if our good resident people will vote the bonds we will have some good roads.

There is some little jealousy existing among the people, some of whom are imbued with the idea that this road bond issue is solely for the benefit of automobilists. That is a wrong impression, for when the roads are completed they will be for the use of all classes of vehicles that choose to use them. The automobiles are here for good and we should not borrow trouble about them. America always adopts the ingenuity of science and the ingenuity of our citizens is protected by our patent laws.

With due respect for the good citizens of San Mateo county, I hope you will back up the bond issue for good roads.

Respectfully,
R. S. THORNTON.

Good Roads Bonds Indorsed

The county bond issue for good roads, to be voted upon April 8th, has been indorsed widely throughout San Mateo county by various organizations.

Among the indorsements received are those at public meeting called by the San Mateo Board of Trade held March 20th; San Mateo Building Trades Council March 21st; Board of Trustees of Daly City March 24th; Civic Betterment League of North San Mateo County March 18th; California Highway Commission March 20th; South San Francisco Chamber of Commerce March 26th; South San Francisco Board of Trustees; Hillsborough Board of Trustees; East Side Improvement Club of San Mateo March 14th; Board of Trustees of Redwood and mass meeting held at Woodside on March 19th.

If you live anywhere near Half Moon Bay you know the Hotel Mosconi and Mr. P. C. Mosconi, its proprietor, for the business has been there for seven years. Free busses meet the trains, and comfortable lodging, palatable food, a good bar and reasonable rates are found at this hotel.

ENTERPISE OF SAN MATEO CO.

How it is Proposed to Supplement the Great State Highway

Good plain talk from an editorial in the Chronicle of July 24th, 1912:

San Mateo county is to have a State highway running through from this city to San Jose, and with commendable enterprise proposes to supplement the State highway with a system of laterals which will open up every part of the county.

There is no county in the state which can so well afford such an expenditure, for there is absolute certainty that the increase of land values which will result will more than make good the outlay by taxpayers.

Interest at 5 per cent on a bond issue of a million and a half is $75,000, and even if a 2 per cent sinking fund were added from the first—which will presumably not be done—the annual outlay for the service of the debt would be but $105,000.

San Mateo county is one of the most picturesque counties in California. Considering its proximity to a great city, no other county in the state can compare with it as a site for homes of the people.

Unfortunately, the most attractive portions of San Mateo county are virtually inaccessible, and even if their attractions were generally known—which they are not—they cannot for the most part be utilized for home building.

Electric traction is sure to keep pace with the development of the highway system, and within a decade the population and valuation of the county should double if only its attractive places are made accessible to the people.

The steam and electric roads first built naturally followed the lines of the towns on the lowland strip along the bay shore. Wealthy families can get back into the hills a short distance because they can provide their own transportation to the railroad lines or into the city if they so desire.

The many who in the aggregate contribute most of the taxable wealth are of necessity confined to the towns, which are certainly attractive enough but do not fulfill the desires of those who long for homes really in the country and yet quickly accessible to the city.

In laying out the proposed highways it may be assumed that the San Mateo Supervisors have had an understanding with the authorities of this city and are so arranging that the boulevards to be constructed will directly connect with those which will be built in this city and afford ingress or egress at several points.

That is as it should be, for in due time, Providence and the people of California permitting, the northern part, at least, of San Mateo county will be restored to the city and county of San Francisco, from which we now see it should never have been taken.

A bond issue on the county does not mean, as many people think, the sending of a great amount of money, charged to our people in taxes, out of the county, but on the contrary, the selling of these bonds outside of the county and bringing in of the money to this county to be spent for material and labor in this county for the betterment of the county itself. In other words, simply using a part of the credit of this county to put our roads in condition to make our homes comfortable and to display the good qualities of our county to the other people that we would like to have come and live with us.

J. J. Gomes, manager of the Half Moon Bay Light and Power Company, is one of San Mateo county's best boosters. He was one of the first to placard his automobile boosting the county bond issue for $1,250,000, and if this issue is voted favorably (and it will be) Mr. Gomes deserves the best wishes of every progressive citizen. The Light and Power Company is doing some good work and making rapid strides to reach the top of the ladder.

The farmers of San Joaquin county are saving about $800,000 a year in getting their produce to market over good roads.

WHY GOOD ROADS HELP A COUNTY

Plain Talk on Highways That Tells The Need For Good Roads in San Mateo County

The value of good roads to any community is so well known to every one that it is not necessary to discuss that side of the subject. The question of good roads is one of the most important before the people at the present time. The United States Government fully understands this and is giving very careful study to the subject all over the United States. Good transportation is the first essential to the upbuilding or development of any community either for farming, gardening, or as a place for people to build homes. And good roads are the most important in this matter of transportation.

Cost of Hauling Produce.

All produce from the land must first be taken over the roads before it can be taken to any market even though it must later be sent to the market by railroad or water transportation. And usually by far the greatest cost of sending the same to the market is the hauling over the roads to the station or the shipping point. By far the larger part of this cost is unnecessary waste on account of bad roads. Every farmer who is compelled to haul his produce over muddy roads or roads with steep grades is forced to waste a large part of the value of his crops, which he either loses outright or he has to charge just that much more to the people who buy the produce from him. In either case it is a direct loss to the community and as such a waste that does not do any one any good.

Good Roads Necessary for Home Builders.

The same absolute necessity for good roads holds true where people are looking for homes. No matter how good a street car or railway service there may be to any community it is necessary for every one seeking a home to use either a street or road to get to their home after leaving the cars. It is certain that they are not going to have that home located where the streets or roads are bad if they can find a place some where else where they are good. No one is so fond of mud and dirt that they are going to wade through it unless it is necessary to do so. They will go farther in some other direction if necessary and put up with other inconveniences in order to avoid it.

That is just what is happening so far as our county is concerned every day in the year. We are located right beside the largest and best city in the West, where thousands of people are working and seeking for homes, yet how many of those people do we get to come and make their home among us? We do not think that any one living in our county is blind enough not to see the many advantages that nature has given our county as a place for homes. We have the mountains, the rolling hills, the beautiful valleys, the great San Francisco Bay and the magnificent ocean. No other location near any city is so favored by nature as our county for attracting home builders, yet of the thousands who were seeking homes in this district during the past few years how many have we located in our county? Just a very few of the stragglers who have strayed away from the main throng and in spite of the very poor chance which we have given them to see our county, managed to see part of it any way and after seeing decided to stay on account of these many natural attractions, even though the transportation conditions are so very bad.

Nature Has Been Good to Us.

When nature has done so much for us in the way of scenic beauty and attractive climate, to induce people to come and establish their home among us and still only a few stragglers out of the many thousands do come then there must be some man-made reason why they do not come. That reason is transportation and the most important of this good roads.

Let Us Turn the Tide of People Our Way.

Like water seeking the lowest point in its run to the sea, are people when looking for homes. They flow out in the direction of least resistance and establish themselves where they can get out and look around and get back and forth with the least resistance, even though nature may not have been nearly so generous where they make their selection as in some other direction. How are they going to know what there is to attract them to some other location unless they can get out to see it? That is just the trouble here in our county. People are flowing out by the thousands from San Francisco, but we do not have to move very fast down here to keep from being run over by this human tide. Its is flowing strongly in the direction where people have been awake, working and doing things while we have been asleep. Where even though nature was not so generous and they have to put up with a good many inconveniences to get there, they can at least get to their homes and visit their neighbors. In other words to those places where people have been alive enough to build good roads.

Let Us Wake Up.

Some of our people seem to think because we have been asleep and have let other locations attract all these desirable home builders that we should continue in our dormant condition. Of course if you are ashamed of the county where you live and do not want people to come here and see it and locate with us just keep it bottled up as it is. It is an insult to nature to stand idly by and not develop the natural beautiful resources that we have here. Let us throw open the flood gates by the building of the best system of roads in the United States right here in our county and start the human tide in our direction where it rightly belongs. Let us be the front door yard of San Francisco, the home county for her workers and business men and not her back yard where they may deposit their tin cans and their rubbish. The way to do this is to build a complete system of good roads.

We Can Have the Best System of Roads in the Country at Reasonable Cost.

We are now in position to build a complete system of the best roads in the United States and at less cost than any other location or county. With the State Highway built through our county as a base to work from we can radiate our roads from that in such a way as to start the development of the entire county and at a very reasonable cost to the county.

We Can Build Permanent Roads.

We can also build these roads in such a way that they will be permanent. So that the foundation will be perfectly good fifty years from now and so that the cost of upkeep will be small. We want to build our roads with a solid concrete foundation so that they will continue to harden and get better as time goes on. It is just as necessary, and as good an investment to build a good foundation for a road as it is for a home or a business block. The rest of the road certainly can not be better than its foundation.

Must Have Bond Issue.

The only way such roads can be built and our county started forward to the prosperity it should enjoy is through a bond issue. It is not possible to get enough money by ordinary taxation to more than just keep in a passable condition the poor roads we have now. And that is not the fault of your Supervisor either, although it is very easy to blame him for it. Your Supervisor has to take all the money he can get now and use it making little repairs and watering the roads in the summer to keep them from all blowing away as dust. And although this must be done, still all this ordinary repair and watering of the roads in their present condition simply ends in waste for the water very soon dries up and disappears and the repairs themselves are very soon in dust. With the solid concrete foundation and a good surface for your roads such wasteful repairs will be done away with.

As we have already stated such permanent work can only be done through a bond issue so that enough money can be secured at one time to build all of the roads new as quickly as possible and get away with the waste in repairs. In this way we can get the best engineers to take charge of the work, get the very best materials at a cheap price on account of buying in such large quantities and get the work done without delay.

Brings Money to County and Gives Work to Laborers.

We want you to get one very imporant fact clearly in mind on this bond issue and that is that we are not raising this money to send it out of the county. In fact we are raising it by selling the bonds outside of the county and will spend every cent of it here in the county. Another very important item is that a large amount of this expense will go to our laborers for labor, to our teamsters and farmers for use of their teams and from them to our shopkeepers and merchants for goods and supplies and our gardeners and farmers for their vegetables and produce. In fact there is not a man, woman or child in the county who will not be directly or indirectly benefited from the spending of this money in the county while building the roads to say nothing of the untold benefit that will come to the county and everybody in it from having such a system of roads. It will at once raise us from the position of a county with the poorest roads in the State to one with the best system of roads in the United States.

Will Advertise Our County.

Think of what such a reputation will mean in advertising alone. There is no doubt but that advertising pays if you have the goods to back it up. We certainly have the goods here. Let us show them.

Expense Very Small.

A few people talk about the great expense of such a bond issue. Just a few words on that. Even though the other road tax which we are paying now should be kept up as high as at the present time and you are assessed for $100, your extra tax would be less than twelve cents for the year. If you are assessed for $500 your extra tax would be less than sixty cents a year or five cents a month. If assessed at $1,000 per year your tax would be less than $1.20 per year or ten cents per month. Would that hurt you very much? And how many of the general people of the county are assessed for more than that? If a man was assessed at $20,000 still his extra tax could only be about $20 per year, and any man in the county who has enough property so that he can be assessed as high as $20,000 and is not willing to give even a good deal more than $20 per year for the general good of his county, then according to our opinion he is a very poor citizen for the county and we would be better off without him.

But it will not cost the most of our people anything like the above amount even. We are paying the highest amount possible for road tax maintenance at the present time just to keep our roads in condition to be used. As soon as these permanent roads are built a lot of this maintenance charge will not have to be met. We do not mean by this that there will be no maintenance charge, but this expense so far as these new roads are concerned will be much less than one-half of what it is at the present time so that that money can be saved to the county. But supposing that our Board of Supervisors find that they should only reduce this maintenance road tax charge 15 cents on the $100 and they certainly can do that, you will then be paying less taxes with good permanent roads that will be the pride of the county and a pleasure to use, than we are paying at the present time with roads many of which are a disgrace and an abomination.

Don't Find Fault, but Help.

Stop and think this over a minute and then quit kicking and finding fault with your Supervisors when they may be doing their very best under the conditions you yourself have put upon them. Get enough money together to build the roads at once and not waste all our substance in patch work and after that you will have no reason either to kick at the condition of their maintenance or the cost.

Inspectors or Commissioners to Help Build Roads.

That your Board of Supervisors desire to build these roads properly and expend the money to be raised by this bond issue to the very best advantage of the county is very plainly shown by the fact that they themselves suggested that a board of inspectors to act as commissioners should be appointed to help pass upon all matters pertaining to the building of these roads in case the bond issue carries. All contracts to be let for labor, all materials to be used, all engineers to be in charge of the work are to be passed upon by at least three of these five men appointed for that purpose. And the supervisors did not suggest the name of these men but requested that the names of the men be submitted to them. This was done by the committee of 21 from all over the county who have been directing the work leading up to this bond issue. The Supervisors then appointed these men and have shown their absolute good faith with the people and have assured them that when this bond issue carries, as carry it must, that every dollar expended out of that bond issue will bring a dollar of returns to the county in the way of a permanent investment in good roads.

Remember These Things.

Remember that with the completion of the canal that thousands of good people from all over Europe are going to seek homes here in California. The steamship companies will land them here for only a little more than they land them in New York at the present time. That hundreds of thousands of the most successful people from all parts of the United States are coming to the great World's Fair; that these people are going to visit those parts of our State where they can go with the least trouble and the greatest comfort; that by far the larger part of all of these people have money to invest and very many are looking for homes; that they are very desirable as future citizens to help build up our county; that they are going to invest and make their new home somewhere in our glorious State; that we have as fine soil, as beautiful views, as good a climate as anywhere in the State; that we are located nearer to the center where these people first land and congregate than any other part of the State; that we can locate a large part of these people among us if we will only wake up and help nature only a little by building roads so that these people can come and see what nature herself has done; that other people in other localities are already awake and making these improvements; that the number of people living in any given locality is what gives the value to all property and all business and makes a desirable place to live; that we have not one moment to lose if we are to get our share of the natural business that is coming to our State through the great canal and fair.

Vote for the Bonds.

And remembering these things we do not think there is a man so blind to the needs of our county or the benefit that will come to the county from this necessary development as not to come forth early Tuesday morning, April 8th, and vote a good big **YES** for **GOOD ROADS.**

M. B. JOHNSON.

Experiment in Des Moines, Ia.

Des Moines, Ia., is to build a mile of experimental roadway to determine the best method of construction. One section will be of concrete, another of flag covered with broken stone, etc.

Where the Opposition Stands.

There are plenty of people in every town who have not the slightest interest in the improvement of the surrounding highways and who ought to have none. Moreover, you will find them in the most exclusive section of the city—the cemetery—Southern Good Roads.

New Method of Road Maintenance.

The road commissioners of a county in Georgia are considering a new plan for maintaining the highways. The idea is to organize a gang of road workers, to be composed of free labor, that can be sent anywhere in the county on short notice and without the expense of guards, as in the case of convicts.

Cumulative Value of Good Highways.

Improved roads are breeders of traffic. Commerce invariably follows the line of the least resistance, and rarely is a good road constructed that much travel is not diverted to it from other courses. In addition to this, it may almost invariably be found that new industries, new and greater productions spring up along the well built roads. With the added commerce comes added enlightenment, added sociability, enlarged business and more and more developed and perfected citizenship.

Let Good Roads Come Quickly.

It is planned by the Good Roads Association of Spokane County, Wash., with the co-operation of the State Good Roads Association, county and township organizations and property owners along the route, to build a modern highway bordered with a continuous line of shade trees between Spokane and Coeur d'Alene. Such a road would be of direct benefit to thousands of people, urban and rural residents alike and would also be a valuable object lesson for the people of the surrounding county, who as time passes are becoming more deeply interested in the vital subject of good and permanent highways. It is hoped the proposed road will materialize and prove the wisdom of its construction in such a way as to cause the idea to spread.

Into Four Classes.

It is reported that as the result of a petition which has been circulated in France asking that automobile travel through that country be simplified by the numbering of all the roads it is quite likely that this system will be in general use within a short time. Ex-President Fallieres was stated to have been the first signer of the petition.

According to the plans of the promoters, all the roads in the country will be divided into four classes—national, departmental, those of main communication and those of common entry. Milestones along the way, instead of bearing the names of nearest towns, will be marked with initials showing to which class the road belongs and the number of the road itself in large figures. These figures will also be put up conspicuously along the route wherever needed.

Booming Better Roads.

Good roads are a necessity and will pay dividends on the money invested in their construction.

Good roads clubs are being organized in every hamlet, village, county and city in the land.

Stir up road discussion, for as long as the road question is let alone there will be no chance of progress.

A public discussion throughout any community is bound to bring some improvement.

The road question is more important than the tariff and other popular subjects of political activity.

Our nation may claim to be in advance of European civilization, but European roads put ours to shame.

Never can we have excellent roads until we adopt a patrol system for permanent maintenance.

Rainy, snowy and muddy weather, which is sure to come, will bring the road question to every home.

The question of using convict labor on public roads should have the attention of every State legislature.—Better Roads.

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ROAD BOND ELECTION NOTICE

To be Held on April 8, 1913

Mrs. [illegible]
from an
Dr. F[illegible]
dentist, [illegible]

NOTICE OF SPECIAL ELECTION.

Notice is hereby given, that pursuant to an order of the Board of Supervisors made and entered on the 3rd day of March, 1913, a special election will be held in the County of San Mateo, State of California, on Tuesday, the 8th day of April, 1913, at which will be submitted to the electors of said county the following proposition:

Proposition to incur an indebtedness of the County of San Mateo and to issue bonds therefor to the amount of One Million Two Hundred and Fifty Thousand Dollars for the purpose of building and constructing the roads, bridges and highways of said county.

The ballots to be used at said election shall be substantially in the following form:

SPECIAL ELECTION TICKET.

To vote against the proposition and thereby authorize the incurring of an indebtedness and the issuing of bonds therefor to the amount of and for the purpose stated in such proposition, stamp a cross (X) in the blank space to the right of the words "Bonds Yes."

To vote against the proposition and thereby refuse to authorize the incurring of an indebtedness and the issuing of bonds therefor to the amount of and for the purpose stated in such proposition, stamp a cross (X) in the blank space to the right of the words "Bonds No."

All marks except the cross (X) are forbidden.

All distinguishing marks or erasures are forbidden and make the ballot void.

If you wrongly stamp, tear or deface this ballot, return it to the inspector and obtain another.

Proposition to incur an indebtedness of the County of San Mateo, and the issuing of bonds therefor, to the amount of $1,250,000 for the purpose of building and constructing the roads, bridges and highways of the county. Bonds issued for such purpose shall bear interest at the rate of five per centum per annum, payable semi-annually.

Bonds Yes	
Bonds No	

Any qualified elector of the County of San Mateo may vote at said special election either for or against the proposition submitted. To vote in favor of the proposition and thereby authorize the incurring of the indebtedness and the issuing of bonds to the amount of and for the purpose stated therein, he shall stamp a cross (X) in the blank space to the right of the words "Bonds Yes." To vote against and thereby refuse to authorize the incurring of the indebtedness and the issuing of bonds to the amount of and for the purpose stated therein, he shall stamp a cross (X) in the blank space to the right of the words "Bonds No."

Each cross (X) stamped in the blank space to the right of the words "Bonds Yes" shall be counted as a vote in favor of and to authorize the incurring of an indebtedness and the issuing of bonds to the amount of and for the purpose stated in such proposition, and each cross (X) stamped in the blank space to the right of the words "Bonds No" shall be counted as a vote not in favor of and a refusal to authorize the incurring of an indebtedness to the amount of and for the purpose stated in such proposition.

The names, numbers and boundaries of the several election precincts are the same as heretofore established by the Board of Supervisors by ordinance No. 243, adopted June 5, 1911, and amended by Ordinance No. 249, adopted September 6, 1911, and shall constitute the election precincts for the special election herewith ordered, and the polling places and the officers to conduct said election are hereby designated and appointed as follows:

COLMA PRECINCT NO. 1.
Polling Place—Jefferson Hall.
Inspector—E. Geary.
Judges—N. Fuchs and Gertrude Oakes.
Clerk—Anna T. Harrison.

COLMA PRECINCT NO. 2.
Polling Place—Russi's Hall.
Inspector—Lizzie J. Atkinson, Sr.
Judges—John Tiedemann and Mrs. John Witt.
Clerk—C. P. Lambert.

DALY CITY PRECINCT NO. 1.
Polling Place—Crocker Tract Hall.
Inspector—Marie Wallace.
Judges Philip F. Fahy and W. Faber.
Clerk—Elfrieda Sweeney.

DALY CITY PRECINCT NO. 2.
Polling Place—Pappa's Hall.
Inspector—Clemense I. Cochran.
Judges—Julius Nelson and Ethel Brown.
Clerk—E. R. Poor.

DALY CITY PRECINCT NO. 3.
Polling Place—Justice's Court, Mission road.
Inspector—Frances M. Quillinan.
Judges—A. J. Green and Elizabeth Perada
Clerk—F. Hansen.

VISITACION PRECINCT.
Polling Place—Waiting Room near 7 Mile House.
Inspector—Kate A. Schwerin.
Judges—G. F. Delaney and Julia Allemand.
Clerk—H. C. Van Deventer.

SOUTH SAN FRANCISCO PRECINCT NO. 1.
Polling Place—Moraggini's Store.
Inspector—Mellie Cohen.
Judges—C. S. Kaufman and Jessie Kelly.
Clerk—Julia Iago.

SOUTH SAN FRANCISCO PRECINCT NO. 2.
Polling Place—Town Hall.
Inspector—Viola R. Wood.
Judges—M. F. Healey and Catherine Sheehan.
Clerk—Peter Lind.

SAN BRUNO PRECINCT NO. 1.
Polling Place—House Elma avenue near Crystal Springs road.
Inspector—Amelia C. Sherman.
Judges—W. N. Holliday and Elizabeth T. Kane.
Clerk—Alfred R. Meade.

SAN BRUNO PRECINCT NO. 2.
Polling Place—Carpenter's Hall.
Inspector—Carrie Huff.
Judges—John B. Valentine and Lavinia H. Grady.
Clerk—C. Schoellkopf.

LOMITA PARK PRECINCT.
Polling Place—School House.
Inspector—Alma A. Monroe.
Judges—S. K. Fraser and Minnie Bogle.
Clerk—F. L. Kiemann.

MILLBRAE PRECINCT.
Polling Place—Millbrae Hall.
Inspector—Charlotte M. Paynter.
Judges—C. J. Hoge and Annie E. Bills.
Clerk—P. Gouzenes.

BURLINGAME PRECINCT NO. 4.
Polling Place—Dunbar's Store.
Inspector—Edna Bond.
Judges—W. J. Hargrave and Hannah T. Prendergast.
Clerk—R. H. Van Schaick.

SAN PEDRO PRECINCT.
Polling Place—Salada Hotel.
Inspector—Lydia Comerford.
Judges—H. N. Berry and Ella Hazel Meyers.
Clerk—P. E. Fleming.

BELMONT PRECINCT.
Polling Place—Club Hall on Ralston avenue.
Inspector—Felomina A. Foster.
Judges—Wm. M. Mason and Harriet C. Haydock.
Clerk—Geo. O. Rousell.

BURLINGAME PRECINCT NO. 1.
Polling Place—Athletic Club Hall on East Lane.
Inspector—Bessie Hatch.
Judges—John Lloyd and Medora E. Rollins.
Clerk—E. M. Stack.

BURLINGAME PRECINCT NO. 2.
Polling Place—Fire House in City Hall in Main street.
Inspector—O. E. Alger.
Judges—Alex Forbes and Martha Chapman.
Clerk—Eva M. Farnum.

BURLINGAME PRECINCT NO. 3.
Polling Place—Wm. Edwards Garage on Ralston avenue.
Inspector—Norma N. Bissett.
Judges—John Claussen and Kate L. Sablatschan.
Clerk—Chas. M. Hackmeir.

HILLSBOROUGH PRECINCT.
Polling Place—City Hall.
Inspector—Wm. Eldred.
Judges—Wm. Munro and Jos. J. Gainer.
Clerk—J. J. McGrath.

SAN MATEO PRECINCT NO. 1.
Polling Place—Fire House on B street in City Hall.
Inspector—Ethel M. Eilers.
Judges—A. Honerlah and Amelia R. Brunner.
Clerk—M. J. Burke.

SAN MATEO PRECINCT NO. 2.
Polling Place—Athletic Club Hall on R. R. avenue.
Inspector—W. P. Davidson.
Judges—Ellen Currie and Claude H. Moore.
Clerk—Nellie Usher.

SAN MATEO PRECINCT NO. 3.
Polling Place—No. 38 North C street.
Inspector—John Eustace.
Judges—Wm. J. Logue and Jas. J. Lyons.
Clerk—Geo. B. Ropp.

SAN MATEO PRECINCT NO. 4.
Polling Place—High School.
Inspector—H. N. Royden.
Judges—Maud Campbell and C. C. Anderson.
Clerk—Mary Burke.

SAN MATEO PRECINCT NO. 5.
Polling Place—Fire House on Bellevue ave.
Inspector—Minnie C. Killelea.
Judges—H. Kroger, Jr., and Clarinda S. Morse.
Clerk—Edward E. Cooks.

SAN MATEO PRECINCT NO. 6.
Polling Place—Fire House on Mt. Diablo avenue and E street.
Inspector—Ida Kelley.
Judges—A. Gibsen and Frank S. Rosa.
Clerk—Kate Gittings.

SAN MATEO PRECINCT NO. 7.
Polling Place—School House near Homestead.
Inspector—Keyron O'Grady.
Judges—Catherine McCollum and Thurlow M. Murray.
Clerk—Sarah M. Britt.

MENLO PARK PRECINCT NO. 1.
Polling Place—Moloney's Storeroom.
Inspector—James G. Ferguson.
Judges—Meta Elizabeth Ringlar and Ada Louise Clarke.
Clerk—Rudolph Klump.

MENLO PARK PRECINCT NO. 2.
Polling Place—Fitzgerald Garage.
Inspector—Marey Viscent.
Judges—Arthur Joseph Carleton and Harry Gregory Walsh.
Clerk—Bertha Matilda Kuck.

PORTOLA PRECINCT.
Polling Place—Hallet's Hall.
Inspector—Kate Kelly.
Judges—Earnest Crowhurst and Orin Davis.
Clerk—Elizabeth Mary McDonnell.

LA HONDA PRECINCT.
Polling Place—Sears Hall.
Inspector—Julia C. Donaldson.
Judges—Charles Antone Cavalli and Emile H. Zanoni.
Clerk—Ida Adeline Mesquite.

WOODSIDE PRECINCT.
Polling Place—Town Hall.
Inspector—Walter Knight.
Judges—H. P. Haaker and Annie Earley.
Clerk—John Martin Williamson.

REDWOOD CITY PRECINCT NO. 1.
Poling Place—George West Building.
Inspector—Lizzie Hogan.
Judges—John Curran and Charlotte E. Wentworth.
Clerk—William W. Price.

REDWOOD CITY PRECINCT NO. 2.
Polling Place—Old Town Hall.
Inspector—Adelaide H. Butts.
Judges—C. H. Offerman and Edwin Thompson.
Clerk—Annie Bullivant.

REDWOOD CITY PRECINCT NO. 3.
Polling Place—Heiner's Garage.
Inspector—Olga Heiner Chilcott.
Judges—John Shermantine and P. J. Foley.
Clerk—Ella H. Pipkins.

REDWOOD CITY PRECINCT NO. 4.
Polling Place—Election Booth 5 Points.
Inspector—Mary Emma Fletcher.
Judges—Smith Murray and Edward W. Gay.
Clerk—Ella Elizabeth Sargent.

HALFMOON BAY PRECINCT.
Polling Place—Scarpa House on Main street.
Inspector—C. W. Borden.
Judges—Ed. Gonzales and Mrs. L. Azevido.
Clerk—Mrs. Minnie F. Ross.

GRANADA PRECINCT.
Polling Place—Club House.
Inspector—L. Weigel.
Judges—T. F. Quinlan and A. Soluaga.
Clerk—Mrs. Florence Stoffels.

DENNISTON PRECINCT.
Polling Place—Montara Farallon School House.
Inspector—Sam Barnum.
Judges—Lillie Maud Kent and Mrs. Nora Archer.
Clerk—F. E. Hamlin.

PURISSIMA PRECINCT.
Polling Place—School House.
Inspector—Mrs. Julia Clark.
Judges—H. Nelson and John A. Bettencourt.
Clerk—Fred Sarcander.

STEELE PRECINCT.
Polling Place—Gazos School House.
Inspector—Antone Bennett.
Judges—Miss J. Bowen and Mrs. Geo. Steele.
Clerk—W. F. Steele.

PESCADERO PRECINCT.
Polling Place—I. O. O. F. Hall.
Inspector—Mrs. D. C. Adair.
Judges—Geo. P. Ellis and Bert Reese.
Clerk—Mrs. S. Shaul.

SAN GREGORIO PRECINCT.
Polling Place—County Warehouse.
Inspector—Mrs. S. A. Ponce.
Judges—T. E. Roe and Jesse Palmer.
Clerk—B. Zanoni.

Such special election shall be held and conducted in time, manner and form as required by the laws of the State of California for the conduct of such elections. When the polls are closed the officers of election shall count the ballots cast thereat, and canvass the votes cast respectively for and against the proposition submitted and make return thereof in time, form and manner required for counting, canvassing and returning the votes cast at other elections.

The Board of Supervisors will meet and canvass all election returns in the manner required by law, and declare the result thereof and if it appears therefrom that more than two-thirds of the votes cast at such election were cast and counted as being in favor of the proposition submitted and thereby authorized the incurring of the indebtedness and the issuing of bonds therefor to the amount of and for the purpose stated in such proposition, then and in such event bonds of the County of San Mateo will be issued as herein set forth.

Bonds will be issued to the amount of One Million Two Hundred and Fifty Thousand Dollars for the purpose of building and constructing the roads, bridges and highways of said county; such bonds shall be called "Highway Bonds," shall be of the denomination of $1,000 each, shall be dated July 1, 1913, shall be numbered from 1 to 1250, both numbers inclusive, and shall be payable thirty thousand dollars thereof four years from the date of said bonds beginning with the lowest numbers and thirty thousand dollars thereof of the next higher numbers on the same day for four succeeding years; forty thousand dollars thereof of the next higher numbers nine years from the date of said bonds and forty thousand dollars thereof of the next higher numbers on the same day for four succeeding years; fifty thousand dollars thereof of the next higher numbers fourteen years from the date of said bonds and fifty thousand dollars thereof of the next higher numbers on the same day for five succeeding years; and sixty thousand dollars thereof of the next higher numbers twenty years from the date of said bonds and sixty thousand dollars thereof on the same day for nine succeeding years, and all of said bonds shall be fully redeemed and paid before or at the expiration of twenty-nine years from the date thereof. Said bonds shall bear interest at the rate of five per centum per annum, payable semi-annually January 1 and July 1 of each year and the principal and interest shall be payable in gold coin of the United States at the office of the Treasurer of said County, at Redwood City, San Mateo County, California, or, at the option of the holder, at the fiscal agency of said County in the City and State of New York.

Dated this 3rd day of March, 1913.

JOS. H. NASH,
County Clerk and ex-officio Clerk of the Board of Supervisors of the County of San Mateo, State of California.

OCEAN SHORE RAILROAD

OFFICIAL TIME SCHEDULE

Became Effective Sunday, Dec. 15, 1912

7	5	3	1			2	4	6	8	10
a.m.	p.m.	a.m.	a.m.	Miles		a.m.	p.m.	p.m.	p.m.	a.m.
8:10	5:35	10:00	8:16	0.0	SAN FRANCISCO	7:30	2:30	4:15	5:00	8:40
8:25	5:50	10:15	8:30	2.5	Shops	7:15	2:12	4:00	5:45	8:25
8:34	*5:59	*10:24	8:39	5.4	Onondaga	*7:07	*1:57	*3:50	*4:36	*8:17
*8:38	*6:03	*10:28	*8:44	7.1	Palmetto	*7:03	*1:52	*3:46	*4:32	*8:13
*8:39	*6:04	*10:29	*8:49	7.6	DALY CITY	*7:02	*1:49	*3:44	*4:30	*8:12
*8:47	*6:12	*10:37	*9:03	9.9	Thornton	*6:54	*1:40	*3:38	*4:23	*8:04
*8:54	*6:19	*10:44	*9:09	11.9	Mussel Rock	*6:46	*1:30	*3:33	*4:17	*7:56
*8:57	*6:22	*10:47	*9:13	13.1	Edgemar	*6:42	*1:24	*3:29	*4:13	*7:52
9:01	6:26	10:51	9:20	14.3	SALADA	6:39	1:19	3:26	4:10	7:49
*9:03	*6:28	*10:53	*9:24	14.8	Brighton	*6:35	*1:13	*3:23	*4:08	*7:45
*9:06	*6:31	*10:56	*9:28	16.0	Vallemar	*6:32	*1:08	*3:19	*4:04	*7:42
9:07	6:32	10:57	9:50	16.6	Rockaway	6:31	1:05	3:18	4:03	7:41
9:12	6:37	11:02	10:05	18.1	TOBIN	6:25	12:45	3:13	3:58	7:35
*9:15	*6:40	*11:05	*10:08	18.9	Ransome	*6:21	*12:40	*3:08	*3:53	*7:31
*9:15	*6:40	*11:14	*10:18	21.1	Green Canon	*6:12	*12:32	*2:58	*3:43	*7:22
*9:24	*6:49	*11:14	*10:18	21.1	Montara	*6:07	*12:27	*2:51	*3:34	*7:17
*9:27	*6:52	*11:17	*10:30	22.8	FARALLON	6:06	12:26	2:50	3:32	7:16
9:28	6:53	11:18	10:35	23.0	MOSS BEACH	6:03	12:21	2:47	3:27	7:13
9:32	6:57	11:22	10:38	24.1	Marine	*6:02	*12:19	*2:43	*3:25	*7:12
*9:33	*6:58	*11:23	*10:39	24.4	Princeton	*5:58	*12:16	*2:40	*3:22	*7:08
*9:37	*7:02	*11:27	*10:43	26.0	North Granada	*5:56	*12:15	*2:38	*3:21	*7:06
*9:38	*7:03	*11:28	*10:44	26.5	Granada	5:55	12:13	2:36	3:19	7:05
9:40	7:05	11:30	10:45	27.1	SOUTH GRANADA	*5:54	*12:10	*2:35	*3:17	*7:04
*9:42	*7:07	*11:32	*10:55	27.6	Miramar	*5:52	*12:08	*2:33	*3:15	*7:02
*9:43	*7:09	*11:33	*10:58	28.1	HALF MOON	5:47	12:00	2:28	3:10	6:57
9:50	7:16	11:40	11:14	30.2	Arleta	5 45	11:55	*2:25	*3:05	6:55
9:55	7:20	11:55	11:20	30.8	Fairhaven	.....	*11:21	*2:20	*3:01	.....
10	.....	*12:00	.....	32.6	Purisima	.....	*11:15	*2:15	*2:56	.....
10:15	.....	*12:05	.....	34.3	Sealrox	.....	*11:12	*2:09	*2:55	.....
10:17	.....	*12:07	.....	34.8	Lobitos	.....	*11:07	*2:06	*2:52	.....
10:23	.....	*12:13	.....	36.1	TUNITAS	.....	11:00	2:00	2:40	.....
10:30	.....	12:20	.....	38.0		.....	.....	.....	.....	.....
a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	a.m.

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Posing as a Picture Boy.

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The grave looking young gentleman in odd looking costume is doing his best to keep still and remember what he was told. When caught by the photographer he was posing as "Lord Althorp," as represented in the painting by Sir Joshua Reynolds. It is pretty hard work for a little boy to stand stock still for any length of time, but the photo shows that he succeeded admirably. The boy's name is Grenville Temple Emmett, and he is the son of Grenville Emmett of New York city. While Master Emmett behaved so well as to win the plaudits of the beholders, it is quite likely that he would have much preferred not to pose at all.

How to Split Paper.

According to Popular Science News, there are two ways of splitting a piece of paper. One is to lay the sheet of paper on a piece of glass, soak it thoroughly with water and then press it smoothly over the glass. With a little care the upper half of the sheet can be peeled off, leaving the under half on the glass. Let this dry and it will come off the glass easily. Of course the glass must be perfectly clean. The second way is a better one, but it requires some good practice. Paste a piece of cloth or strong paper on each side of the sheet to be split. When it has thoroughly dried pull the two pieces of cloth apart suddenly and violently. The paste can then be softened with water and the two halves of the sheet easily taken off the cloths.

Orchestra—A Game.

The game of orchestra is great. Select a conductor, who seats his orchestra in a semicircle, each being assigned to play some imaginary instrument and instructed how to play it.

The conductor first calls on his orchestra to tune up, and then, naming some lively air, begins to hum it, at the same time waving a baton, when all players must join in imitating, by voice and gesture, their instruments, such as harp, violin, cornet, trombone, flute, clarinet, piccolo, drum, cymbals, etc. Solos may be called for and the one representing the instrument named must respond or pay a forfeit. There are few games that afford more fun and laughter than this. Be sure to select a comical person to be your leader. —Philadelphia Ledger.

More Lives Than the Cat.

If a starfish be torn limb from limb and the fragments cast into the sea from each limb another starfish will result. The residue of the body will reproduce the lost limbs. From each severed limb will grow a new body. The brittle star, which is the most disruptive of the whole brigade and will shatter itself in fragments when an attempt is made to draw it from the sea, is, however, believed not to have this uncanny resemblance to plant life. But the sea cucumbers voluntarily undergo division for the purpose of multiplying their kind.

Nancy's Way.

The wind was whistling round the house
and shaking at the door;
The sky was dull; the snowy fields lay
level as a floor.
I'd tired of my fairy book, and Dot began to fret.
"These stupid winter days," I yawned, "I
wish the sun would set!"
Then Nancy Joyce came running in, her
cheeks like roses red.
"I've found the finest coast and slide!
You must come out," she said.
"And Billy's skating on the pond and
says he'll pull the sled
Or that he'll come and help us build a big
snow house instead!"
We hurried into coats and hats, so Nancy
need not wait,
And, laughing, hand in hand we flew
down to the garden gate.
How bright the dull day seemed to grow!
Or was it just the voice
And happy ways that made the change of
jolly Nancy Joyce?

—St. Nicholas.

LABOR'S MARCH.

From out the past these serried hosts
Have marched through ages long.
'Neath whip and scourge, with death's grim dirge,
Oppression, hate and wrong.

Sold like a chattel with the land,
Scorned by his brother's hand.
At last they rise and form new ties,
Find union in one band.

They front the future with a hope
The past has never known.
When brothers all they break the thrall
That bids them fight alone.

The past is gone—forever gone.
No more shall labor pray,
But know its power, and in that hour
No man can say it nay.

—May Bertha Kerr.

DEPARTMENT OF LABOR.

Possibilities of the Newest Department of Government.

Discussing the possibilities of the new department of labor, the New York American says:

The new department will divide the work now done by the department of commerce and labor. But it should not and probably will not confine itself within the lines that have been marked out in the past.

The creation of a department of labor should be taken as a public and official recognition of the fact that the existing bureau of labor is wholly inadequate to represent the public interests for which it is supposed to stand. The work of this bureau has been mainly statistical. Apart from the fact that the commissioner of labor has had, under the Erdman act, a useful function as mediator in industrial disputes, the bureau has had no active agency in improving the status of labor. It has confined itself to the gathering of facts and figures.

It is to be expected that the new department of labor, like the department of agriculture, will have an affirmative and constructive character. It should be militant and aggressive in advancing the rights of workingmen and in safeguarding the lives of the men, women and children who bear the physical burdens and hardships of industry.

It may indeed reasonably conceive of its office as a general charter to conserve and economize all the national resources, so far as they are embodied in human flesh and blood.

Under an enlightened—a thoroughly modern and American—administration of such a department the class idea of labor should vanish. Everybody who contributes anything in brain or brawn to the process of economic production should come within the jurisdiction of the department.

Illinois Labor Bureau Report.

The fourteenth annual report of the Illinois state bureau of labor's statistics of the work of the free employment offices of Illinois shows that six free offices maintained by the state obtained during 1912 employment for 70,000 people, representing 190 different occupations, an increase of 7,000 over the year 1911. It is recommended that a larger appropriation be made for the support of this bureau and that the law be amended to apply to all cities having a population of 25,000 or more. The present limit is 50,000. A law placing all employees of departments under civil service, and a department devoted to securing employment for juveniles ranging from fourteen to sixteen years—between the end of the compulsory school period and when the labor laws permit of their entering all lines of productive labor—is recommended.

Want Union Man For Commissioner.

The Central Labor union of Brooklyn recently went on record as favoring a union man for the position of commissioner of labor of New York state. The central body expressed the opinion that while it had no candidate to propose for the appointment the interests of labor would be best conserved by having a trade unionist at the head of the department. Since the formation of the department it has been in charge of men unfamiliar with the practical side of the labor question, the central union contends, and that better results would be secured with a labor man in control. Inspection boards should also be made up of practical union men.

Protection For Stevedores.

To protect the health and lives of its members Riggers and Stevedores' union of San Francisco has caused to be introduced in the state legislature two bills. One provides that a signal man or hatch tender shall be stationed on every vesel during the loading or unloading of cargo to avert injury to those engaged in the work. The other bill would compel the packing of portland cement in dustproof sacks and the carrying of same in dustproof compartments in vessels in order to protect the health of sailors, riggers and stevedores who are compelled to handle the cement.

Railway Firemen Arbitrators.

With the appointment of William L. Chambers, an attorney, of Washington as third arbitrator in the wage dispute between the eastern railroads and their firemen the board is complete.

W. W. Atterbury, vice president of the Pennsylvania railroad, and Albert Phillips, vice president of the firemen's organization, are the other members of the board.

Mr. Chambers was former chief justice of the international court at Samoa and a former member of the Spanish treaty claims commission.

Woman's World

New Cabinet Ladies
Meat Society's O. K.

Photos © by American Press Association.

MRS. WILLIAM JENNINGS BRYAN (AT TOP) AND MRS. JOSEPHUS DANIELS.

If Mr. Wilson had allowed the women of the country to select his cabinet members for the qualifications of their wives alone there would be a big O. K. after every name.

Mrs. Bryan, the wife of the secretary of state, is a most important link in the social chain. To her will fall the delicate task of maintaining friendly relations between the wives of all foreign diplomats and other women of the cabinet and the social world at large. Mrs. Bryan knows Washington from the smallest details of its government machinery to the complicated maze of social intricacies. She will be aided in the duty of official entertaining by a daughter and daughter-in-law.

Mr. McAdoo, the new secretary of the treasury, is a widower, and his eldest daughter will act as hostess for her father. The McAdoo family will make a notable addition to Washington society.

Mrs. Burleson, the wife of the new postmaster general, will need no introduction to Washington society or the public in general. She has lived at the capital for a number of years as the wife of a popular member of congress from Texas. She makes graceful use of her pen in playettes and work of a light and witty nature. It is often said, "What a pity Mrs. Burleson does not devote her entire time to writing, for she might take a prominent place among playwrights."

Mrs. Josephus Daniels adds another graceful southern woman to official society. She is already well known in Washington, where her mother, Mrs. Worth Bagley, lives. As the wife of the secretary of the navy she is an assured success.

Mrs. Franklin Lane is another cabinet woman already identified with Washington life. She is fond of music, art and literature, has an artistic home and likes dancing and the lighter accomplishments of society. The secretary of the interior and Mrs. Lane have two children, a son of sixteen and a daughter, Nancy, ten years old.

Mrs. Lindley M. Garrison, wife of the new secretary of war, is a stranger in Washington, and so is her husband. She is a western girl, but was raised in Philadelphia. Her father was Captain Samuel Hildeburne, U. S. A.

Mrs. Redfield, wife of the new secretary of commerce, is familiar with the duties devolving upon the wife of a cabinet member. She is a New York woman, but has spent part of each season in Washington since her husband became a member of the house. A Democratic woman said recently of Mrs. Redfield, "You cannot better describe her than that she is exactly the type of woman you would expect to be associated with the Wilson administration and has the same tendencies, same likes and dislikes as has Mrs. Wilson."

Secretary William B. Wilson of the new department of labor will have the youngest hostess for his household of any cabinet member, Miss Agnes Wilson, who will take her mother's place, as the secretary's wife is not fond of society and prefers to keep her young family on the farm in Pennsylvania.

The secretary of agriculture and his wife are now in Washington, and Mrs. Houston is making her first acquaintance with official circles.

James C. McReynolds, attorney general, is the only bachelor of the cabinet. He will probably have twenty invitations for dinner in a single night and become at once a lion of society.

Daly City Record

PUBLISHED WEEKLY

By J. L. BROWN

Entered at the Post Office of Vista Grande, Cal., as Second-class matter, under the Act of Congress, March 3, 1879

Indorsed by the Building Trades Council of San Mateo County.

TERMS:

One Year, in advance.....$1.50
Six Months, " ..... .75
Three Months, " ..... .40

DALY CITY, CALIFORNIA, APRIL 4 1913

VOTE FOR PROSPERITY

ON next Tuesday the voters of this county will go to the polls and cast their ballots for or against the proposition of bonding the county for $1,250,000. There are several factors that should particularly interest the working man, the small tax payer and the tradesman in this election for good roads.

The money that is to be raised from the sale of the bonds will be paid to the voters and tax payers of this county for labor and other services. The Supervisors have passed a resolution to this effect—that resident labor at prevailing wages shall in all instances where possible be employed. That does away with all patronage and puts the money into circulation where it is invested.

The voter should remember that the mere act of bonding the county does not involve the people in heavy indebtedness. The money, coming from the outside, is expended here. The interest on that money is so small that the price of a few cigars will pay it in the case of the ordinary taxpayer,

Then again, the tax rate is subject to reduction in various ways, which more than offset the increase from the road bonds. The sum now spent in maintenance will be reduced by more than $75,000 a year, and this alone will pay the tax in the year when the tax is at its maximum, that year when the redemption of the bonds begins.

The roads themselves mean the reduction of the taxes. The prosperity which they bring to the farmer, the tradesman and the laborer through increased activity more than offsets the tax. The increased assessed valuation again reduces it. The influx of money from new residents and tourist travel is a further cause of reduction. In fact, this one, or any one of these causes is more than an offset for the tax, which has been proved to be a bogey. The tax should not frighten the smallest or the largest tax payer.

Of course, with increased business activity, starting from the farm, which increases its profit and its working area as well, the small tradesman and the large one as well derives substantial benefit. The working man and the professional man also feel it immediately. In short there is no class of the population that will not benefit from good roads.

And the Panama Pacific Exposition will bring thousands upon thousands of people down the peninsula to spend money on pleasure, to invest money. These visitors don't take money away from us. They bring it in from the outside.

If we can secure the passage of these bonds next Tuesday we will not have long to wait for the beneficial results.

Every man who has a spark of loyalty for his county or for his own or his family's interests should go to the polls on Tuesday and vote an emphatic "YES."

GET ready for the worlds fair by voting for better roads in San Mateo county.

AT least three-fourths of the money for the building of good roads will be spent in San Mateo county and everybody, especialiy the laboring man, will be benefited.

THE Daly City Record with this week's issue enters upon the fifth year of its career, happy and prosperous in appreciation of steadfast friends and proud of its enemies.

If the $1,250,000 for good roads is voted next Tuesday, that amount will be put into circulation in San Mateo county, and will benefit everybody, especially the laboring man.

THE Good Roads Edition produced last week by George E. Dunn, of the Coast Side Comet, is most commendable in every way. Mr. Dunn is a wide-awake newspaper man, who is always on the right side of riaht questions, and his efforts are deserving of the most liberal appreciation.

Endorsements are coming in from all over the county relative to the county good roads bond issue to be voted upon April 8th. Women's Clubs, Civic Organizations, and Improvement Associations of all kinds are getting behind the movement and the Development Association looks for a large and favorable vote on this issue next Tuesday.

THE bill for the construction of a state road from Pescadero into the Big Basin at a cost of $10,000, has been favorably reported on by the Assembly Committee. Now that such steps have been taken there is every likelihood of the bill's passing and its passage will mean a wonderful opportunity for the county and its visitors to enjoy the scenery of this magnificent park by use of the shortest possible route.

THE opponent of the road bond issue who argues that taxes will be awful, is either uninformed or vicious, for it's only a bug-a-boo to frighten the people. Nearly every school district in the county and many lighting and sanitary districts are bonded in much greater portion than the road bonds will amount to, yet the tax is so trifling that the people do not realize they are paying it. Vote Yes next Tuesday.

THE ladies of Daly City, who are always alive and public-spirited in their home-town pride, are at present engaged in a most laudable undertaking, an act of charity and compassion for the benefit of the flood suffers. They truly remember their own Days of Terror in the right way, and their efforts at the benefit next Monday evening will certainly meet with a responsive chord of good will by every good citizen.

BRIDGE WHIST TOMFOOLERY

SOME of the members of the California Legisiature need treatment in a rest-cure for disordered minds. Legislation against bridge-whist is quite as sane as laws against tiddlewinks and mumblepeg. Some legislative saints assert that the playing of bridge-whist for prizes leads to gambling, or is gambling, not taking into account the fact that everyone who plays bridge should have a new gown or a new suit of clothes as compensation for the intellectual disturbance caused by the game.

If legislators are so averse to public and private gambling, why don't they take a few statutory shots at land gambling, at lot gambling, at subdivision gambling in California? Where one bridge-whist "gambler" gets a 40-cent prize, a dozen real estate gamblers take by force of law, but without earning it, at least $40,000—and take it from producers who are not in the game.

If bridge-whist prizes must be abolished, why not memorialize Congress to abolish stock gambling? Bank cashiers don't embezzle money to play bridge, but they sometimes embezzle to "play the stock market." Why not go after some of the real evils?—San Francisco Star.

The Daly City Board of Trustees Receive fficial Declaration From State Highway Commission.

Following, will be found an exact copy of the important letter that assures Daly City of a thoroughfare second to none in California:

STATE OF CALIFORNIA,
DEPARTMENT OF ENGINEERING,
CALIFORNIA HIGHWAY COMMISSION.
SACRAMENTO, Cal., March 20, 1913.

To the Honorable Board of Trustees,
Daly City, California.

Gentlemen:

Replying to additional queries made regarding the construction of the State Highway through San Mateo county, the California Highway Commission will build a portion of the State Highway, from the southerly limits of San Francisco on Mission road through Daly City. Thence the route will be along Mission road to Brooksville, or near there, thence west of Holy Cross cemetery southerly to the county road south of Baden station, and thence along said road to Uncle Tom's Cabin.

Trusting the above will satisfy any existing doubt as to the plan of the Commission in this matter, and that the San Mateo county bond election for good roads will be successful, we are

Very Sincerely Yours,
CALIFORNIA HIGHWAY COMMISSION
BURTON A. TOWNE, Chairman.
CHAS. D. BLANEY,
Z. D. DARLINGTON.

Upon receipt of the foregoing letter, the Trustees unanimously passed the following Set of Resolutions, endorsing the County Bonds:

DALY CITY, Marrh 24, 1913.

WHEREAS, The California Highway Commission in a communication addressed to the Honorable Board of Trustees of Daly City, California, dated March 20, 1913, has stated that a "portion of the State Highway, from the southerly limits of San Francisco on the Mission road, through Daly City," will be built by the California Highway Commission, and,

WHEREAS, The above communication removes all doubt as to the intention of the California Highway Commission as far as the interests of the people of Daly City as represented by this Honorable Board of Trustees is concerned, now, therefore be it

RESOLVED, That the Honorable Board of Trustees of Daly City as an officia organization does hereby pledge itself to urge their various coustituents to give their most earnest support and a favorable vote to the county bond issue for good roads to be vored upon April 8th; and further by their adoption of this resolution do express their approval of said bond issue. and be it further

RESOLVED, That the clerk of said Board be directed to immediately forward a copy of the above resolution to the California Highway Commission and to the newspapers of the county.

Regularly adopted and passed this 24th day of March, 1913.

BOOST!

THE

PANAMA-PACIFIC INTERNATIONAL EXPOSITION
SAN FRANCISCO
1915
CALIFORNIA

JOB PRINTING OF ALL KINDS QUICKLY DONE

Lumber
Windows
Doors
Frames
Tanks
Cement
Lime
Plaster

Pioneer Auto Delivery

Bth Tubs
Toilets
Lavatories
Nails
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Sewer Pipe
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SPRING VALLEY LUMBER YARD

LUMBER

Mill Work, Hardware
And
Plumbing Material

Phones { Mission 253 / Mission 254

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THAT THE

Vista Grande Bakery and Grocery is the place where you get the best bread, the finest cakes, the choicest of groceries for the most reasonable prices

Also handle chicks, chicken feed, kindling and coal, etc.

Vista Grande Grocery & Bakery

A. VOGLER

Good Meat

Such as Is Sold By the

Pacific Meat Company

First Township

Only United States Government Inspected Meats

JIM CASEY

The Daly City Cafe

GEORGE PAPPAS, Prop.

Strictly First-class and Respectable

Corner Mission Road and Hillcrest Drive

The Mission Road House

BILLY RAVEN, Proprietor

Finest Wines, Liquors and Cigars

Pool Table

A live weekly for live people
Growing livelier every day
All the news truthfully told

LOCAL PAGE

* Advertisements

Mrs. F. B. Woodhouse is recovering from an attack of rheumatism.

Dr. F. Bush, Daly City's modest dentist, visited at Niles Sunday.

Mrs. Martha Wagner entertained a few friends at her home in Crocker Tract Monday.

Robert Richards, who resides in the Crocker Tract, has been on the sick list for two weeks.

For Rent—A 4-room and bath bungalow at 532 Mission. Inquire of F. P. O'Toole or at the Record office. *

The Ladies's Improvement Club meets every Thursday evening at the band hall. Everybody invited.

Henry Boothby, of Klamath Falls, Oregon, is visiting his sister, Mrs. Henry Fredricks at 511 Green avenue.

Mrs. Fortuna Clementi, who ruptured a vein in her leg last week and was treated by Dr. G. L. Marion, is improving rapidly.

☞ DON'T MONKEY with the cheap printer. It costs you more in the long run. Pay us a fair price for good work and get satisfaction.

Mrs. H. Prentiss, who resides at 614 Green avenue, was operated on for a cancer this week, and is reported to be in a dangerous condition.

Mrs. Willard L. McKay has been suffering from a very sore hand, caused by running a needle through the fleshy part near the little finger.

Mrs. Frank Nellist of Eureka and her little son, Leland, visited in San Mateo a few days last week with her cousin, Miss Jeannette Meacham.

Dr. F. Bush's dental office is No. 420 Mission Road. Office hours 10.30 to 5.30 p. m. except Wednesdays. Evenings by appointment. Sundays 10 to 12. *

John Cairnes, who recently moved to Pescadero, visited Daly City Tuesday. Shortly after moving to Pescadero, his little boy, John Jr., fell and broke his arm.

L. Tiener, of Brooklyn, N. Y., who has been visiting friends and relatives in Daly City after a sight-seeing tour all over California, left for his home this week.

There will be a grand ball given at Colma Hall Saturday evening, April 5, 1913, by El Carmelo Parlor, No. 256, N. S. G. W. Backstedt's orchestra. Supper at midnight. Last car at three o'clock. Admission 25 cents. *

Beginning Monday evening at the benefit an entire change of service in pictures will be made at the Grand View Theatre. The new service will include the Biograph, Vitagraph, Essanay and others of the same excellent quality. All a great improvement but no increase in prices.

☞ FOWZER, the artist photographer, at 3126 Sixteenth street, near Valencia, is the best place in San Francisco to get first-class photography, any kind, any size, any price, any time. Also backgrounds for photo galleries, show windows, etc. 22*

County Clerk Jos. H. Nash is busy these days preparing for the road bond election to take place on April 8. The only activity in registration was in the Fourth township. More new voters were registered from there than in all other precincts of the county combined.

Chas. Lefebere, a recent arrival in Colma, is certainly wide-awake and enterprising. He bought a place on E street, east of Colma Hotel, that he has fixed up in first-class shape, making it one of the neatest bungalows in Colma, where he will reside with his charming wife.

CHARLES P. LAMBERT, the monumental worker, whose shop in on F street, near the entrance of Mount Olivet, is turning out some nice work and those in need of his service will do well to give him a call. He has a new Lucido marble that will not take dampness and is therefore everlasting. *

The social meeting of the Civic Betterment League Tuesday evening was largely attended and all enjoyed the diversion caused by the presence of a set of boxing gloves. 'Twas a jolly meeting deserving of an extended mention, but time and space this week prevents.

Have you visited the Grand View Theatre since the new management took charge? If not, why not? A complete renovation of the place has been made, so that it is far more comfortable and at the same time perfectly sanitary. The pictures shown are absolutely the finest ever exhibited in Daly City, and equal to any nickelodeon in San Francisco.

☞ Our job department is absolutely first-class and completed in every detail. Therefore this is the real place and the real time to get down-to-date printing with speed and reasonable prices.

Commercial printing.
Letter Heads.
Billheads and Statements.
Envelopes.
Cards.
Wedding Cabinets.
Legal Blanks.
Briefs and Transfers.
Quality printing always.

Benefit For Flood Refugees

The ladies of Daly City are engaged in a most worthy undertaking in preparing a benefit for the eastern flood sufferers to be held at the Grand View Theatre next Monday evening.

The preliminary meeting was held Monday evening with Mrs. J. L. Brown, and the following ladies were present: Mrs. Peter Keller, Mrs. J. H. Parker, Mrs. Jas. Bierne, Mrs. T. Sheehan, Mrs. A. J. Green, Mrs. C. A. Landini, Mrs. C. W. Brown, Mrs. Kahn, Mrs. Louis Goodfriend, Mrs. Chas. Mullen, Mrs. [illegible] Flood, Mrs. H E. Duffy, Mrs. Thos. O'Brien, Misses Violet Kramer and Lilla Harris.

The Grand View Theatre has been donated for the benefit by Mr. and Mrs. Kahn, the proprietors, who will give a particularly fine show, and it is arranged for quite a number of songs and vaudeville sketches between the pictures. The printing is also donated by the Record, so there will be no expense.

The tickets are being liberally purchased and several side contributions have been made, so that it is an assured fact that the benefit will prove a profitable one. Surely a fitting thing for those of us who remember our own Days of Terror of April 18, 1906.

State and San Mateo Co. Game Laws.

Ducks—October 15th to March 1st, 25 per day. 50 per week.

Quail—October 15th to Feb. 15th, 20 per day.

Doves—Aug. 1st to Oct. 15th, 50 per day.

Deer (buck only)—July 1st to Sept. 1st, 2 in season.

Rabbits—July 31st to Feb. 1st, 15 per day.

Rail—Nov. 1st to Dec. 1st, 12 per day.

Tree Squirrels—No open season.

Trout—Hook and line only, 50 per day not over 10 lbs snd 1 fish, Apr. 1st to Nov. 1st.

Steelhead Trout—50 per day, Hook and line only above tide water, April 1st to Nov. 1st. Hook and line in tide water no closed season.

Crabs (no female)—Nov. 1st to March 1st, none less than 7 inches across back.

Mub Clame—having in posession more 150 per day.

Eel—8 per day and must be 12 inches long. No closed season.

Pismo Clams—200 in one day, must be 13 inches by longest circumference.

Salmon—Nets in tidewater, hook and line in and above tidewafer. Sept. 17th to Oct. 23. One fish only per day above tidewater, with hook and line, Oct. 23rd to Nov. 15th.

Abalone (for food only) 15 per day, July 1st to March 1st—to take, or have in possession at any time, Red Abalone less than 17 inches, Green Abalone less than 16 inches, Pink Abalone less than 14 inches, or Black Abalone less than 12 inches in circumference. Must be brought to shore alive and in shell.

It Is Always Unlawful.

To hunt birds or animals without having secured a hunting license.

To shoot between one-half hour after sunset ane one-half hour before sunrise.

To take or kill any Wild Pheasants, Swan, Bob-white Quail, or any imported Quail, Partridge or Wild Turkey.

To kill Robins, Larks, except by owner or tenant of premises, where found destroying crops.

To fish for any Trout between one hour after sunset and one hour before sunrise.

Good Roads Meetings.

The Committee of Twenty-One who has charge the Good Roads Campaign in San Mateo County has announced the following meetings.

Redwood City, April 2.
Daly City, April 3.
San Mateo, April 4.
San Bruno, April 5.

In addition, a number of smaller meetings will be held, not yet arranged for, in order to cover every section of the county.

The assessed valuation of the property in San Joaquin county has increased over $10,000,000 in five years on account of good roads.

The taxes they are paying have not increased one cent. As we are located near a big city, our increase in property valuation will be much more rapid when we have our roads completed.

Good Roads Pay Richly

H. C. Tuchsen, member of the good roads executive commitee from Redwood City and of the commission which will build the highways following the passage of the bonds, spoke before the campaign committee on the actual measurable profits of good roads as shown by figures from the United States Department of Agriculture.

In summing up, Tuchsen stated that speed in travel benefits the country physician and business man; that the number of days the road is comfortable for all uses is increased and the ability to quickly market perishable light farm products is a stimulus to production and brings increased acreage into diversified farming.

Heavy crops can be handled with profit, where bad roads were formerly prohibitive.

Good roads attract people; people build homes and those homes increase the value of all the property in the county.

Good Roads Mass Meeting

Committees of the Volunteer Fire Department, the Civic Betterment League and several progressive citizens, including Trustees Green, Landini and Freyer, met Wednesday evening at the headquarters of Fire Co. No. 2 in the interest of the good roads bond issue.

Edward R. Poor presided in his usual fair-minded way, instilling a spirit of good feeling that resulted in a number of interesting and instructing remarks, indicating that the firemen and others are thoroughly alive to the value that good roads will be to us.

It was decided to hold a meeting Friday evening at Knowles Hall, composed of our own citizens, with a view of having a good home heart-to-heart talk, to which every citizen of Daly City, whether favoring the bond issue or otherwise, is earnestly invited to attend.

By unanimous action of all present, A. J. Green was selected to preside at this mass meeting, Friday evening at 8 o'clock at Knowles Hall. Come everybody.

Strong For Bond Issue

Ansel M. Easton, one of the largest property holders of San Mateo county, with extensive interests in San Francisco, addressing the good roads executive committee, stated that the good roads bond issue to be submitted to the voters on April 8 is one of the most important matters in connection with the Panama- Pacific Exposition and the future growth of San Francisco, and that San Franciscans should assist in every way to secure the passage of the bonds.

Easton pointed out that the peninsula is the only land approach to San Francisco and that with the development of the county that will follow good roads, thousands upon thousands of visitors will drive or motor through some of the finest bits of scenery in America. He states that the reputation of San Francisco will suffer and that the pleasure of the visitors will be minimized unless the roads are in good condition by 1915.

"In the period from now until the opening of the exposition," said Easton, "providing we secure the passage of these bonds now, San Mateo county will develop into a garden spot and a pleasure ground that will prove not the least of the attractions to exposition visitors. The beauties of this county have never been exploited—have not even been seen because we have never had the roads to attract tourists. If we do not secure the passage of the bonds now we will not be ready for the exposition and will lose our greatest opportunity.

"It should become the personal duty of every person in this county to work for good roads because they are working for their own future. The passage of these bonds means almost as much to San Francisco as to us and it should be the duty of the public men in the metropolis to use all the influence they have to secure a full vote for the bonds on April 8. Many San Franciscans pay taxes here and are influential in various ways. These should take an active part in the campaign to secure the passage of the bonds.

"The increase in taxes is insignificant—less than thirty cents on the thousand and reducing each year. This investment will more than repay itself in a very short time with the benefits to be derived from a system of good roads throughout the county and connecting with San Francisco.

"I shall certainly urge all my friends to vote for the bonds and do my best to secure a record vote so that we may show our progressive spirit."

This bond issue for good roads means even more to the laboring man than any one else in the county, because a large proportion of the money secured for these bonds will be paid out to the laboring man for handling the rock, to the teamsters and farmers for their men and teams and all other classes of labor in getting material, handling material and placing it on the roads where it belongs. The laboring man gets the first money derived from the spending of this money on the bonds.

We are reliably informed that the increase in property valuation and business done in San Joaquin county since they started the building of good roads, four years ago, has been greater than that of ten other counties in the valley, in which they have not yet started the building of good roads.

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COUNTY CORRESPONENTS WANTED

BUILDING TRADES COUNCIL

President—J. H. Flynn.
Vice President—David Walker.
Rec. Secty.—H. F. Beckner.
Fin. Secty.-Treas.—Frank Davison.
Bus. Agt.—A. S. Brown.
Meets every Thurs. Eve. ta 8.

COUNTY OFFICIALS

Judge Superion Court	Geo. H. Buck
District Attorney	Franklin Swart
Sheriff	Joseph H. Mansfield
County Clerk	Joseph H. Nash
Treasurer	P. P. Chamberlain
Auditor	H. Underhill
Recorder	J. O. Heiner
Tax Collector	A. McSweeney
Assessor	C. D. Hayward
Supt. of Schools	Roy W. Cloud
Surveyor	Jas. V. Neuman
Coroner and Pub. Admr	H. G. Plymire
Health Officer	W. G Beattie

SURPERVISORS

James T. Casey	First Townshp
Wm. H. Brown	Second Towhship
J. MacBain	Third Township
Jos. M. Francis	Fourth Township
D. E. Blackburn	Fifth Township

JUSTICES OF THE PEACE

Ellis C. Johnson	Daly City
John F. Davis	San Bruno

GONSTABLES

J. H. Parker	Daly City
J. C. Wallace	South San Francisco

DALY CITY OFFICIALS

BOARD OF TRUSTEES
Burton C. Ross, President
Edward Freyer
A. J. Green
Charles L. Biebel
C. A. Landini

City Attorney, Vincent Surr
Recorder. Miss C. A. Jess
Treasurer, T. Sheehan
Clerk, George L. Smith
Marshal, Eugene J. Lucey
Poundmaster, J. J. Sullivan

Christian Science Reformed Church

Free and independent. (Registered under State Charter). Sunday services at 11 a. m. in Daly City Band Hall, Melrose street, Daly City. Headquarters, Jefferson Square Building, 925 Golden Gate avenue, corner Octavia srreet, San Francisco. Healing and teaching every day from 11 a. m. to 7 p. m. Free reading room. All are welcome.

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Money order window opened from 7 A. M. to 5:45 P. M.
Letters for registration must be posted half an hour previous to the time for closing the mail.
Mails are dispatched from office 15 minutes before train time.
Out-going mail leaves as follows:
7:08 A. M.
1:10 P. M.
6:49 P. M.
Mails arriving at this office are as follows:
6:05 A. M
11:56 A. M
5:55 P. M.
JOSEPHINE ARMANINO,
Postma.

Phone Market 6257

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E. L. Lang, Postmascer

Summons

In the Justice's Court of the First Township, County of San Mateo, State of California.

Samuel M. Valenzuela, Plaintiff, vs. M. Schuyler, Defendant.

The People of the State of California send greeting to M. Schuyler, Defendant.

You are hereby required to appear in an action brought against you by the above-named Plaintiff in the Justice's Court of First Township, County of San Mateo, State of California, and to answer before the Justice, at his office in said Township, the Complaint filed therein, within five days (exclusive of the day of service), after the service on you of this Summons—if served within the Township in which this action is brought; or, if served out of the Township, but in said County, within ten days, or within twenty days if served elsewhere.

And you are hereby notified that if you fail to so appear and answer, the Plaintiff will take judgment for any money or damages demanded in the Complaint, as arising upon Contract, or will apply to the Court for relief demanded in the Complaint.

Make legal service and due return hereof.

Given under my hand this 21st day of January 1913.

ELLIS C. JOHNSON,
Justice of the Peace of said Township.
mar5-apr25

GAME LAWS.

Ducks—October 15th to March 1st, 50 per week.

Quail—October 15th to February 15th, 20 per day.

Dove—August 1st to October 15th, 50 per day.

Deer (buck only)—July 1st to September 1st, 2 in season

Rabbits—July 31st to February 1st, 15 per day.

Mountain trout—Hook and line only, 50 per day, not over 10 lbs. and 1 fish—April 1st to November 1st.

Steelhead trout—50 per day, April 1st to November 1st.

Abalone (for food only)—15 per day, July 1st to March 1st; red 17 inches in circumference. Abalone must be brought to shore.

Tell us that Local News or Society Item.

Chas. P. Lambert, the monumental worker, is an expert at his profession and makes a specialty of letter-cutting on monuments in cemeteries—gilded if desired. Shop and residence near Mt. Olivet and the Italian cemeteries.*

Patronize Advertisers

A Bargain

One hundred and twenty-five dollars will buy a 12-horse power engine that cost $250. The engine has been used but a few months and is as good as new. Inquire at this office.

Also at the same place:

2 tanks, 2000 gallons each.
8 tanks, 1000 gallons each.
Steam pump,
Rotary pump, with 12 feet of 1½ inch brass pipe.

TOILERS AROUSED

Steel Workers Learning the Benefits of Unionism.

BEGINNING OF A BETTER ERA.

Organized Labor's Campaign For Improved Conditions Already Bearing Fruit—Success Attending Work of American Federation of Labor.

The story of the steel worker has been told again and again until all of its lurid horror and pathos has been brought home to those who would listen. Even the traveler passing one of these great industrial centers catches a glimpse of scenes that might serve as illustrations for Dante's "Inferno." The twelve hour day, the seven day week, the grinding, killing toil, the wages that, while they do not starve the worker, condemn him to a miserable existence and old age that creeps upon the workers at forty have been the burden of many stories. Though there is most obvious need of improving conditions among these steel workers, the problems involved in any plan are many and complex. So wisely have the managers of the steel corporation planned to prevent co-operation of workers that the assemblage in their mills is like the meeting of many nations—a most complete execution of their publicly declared policy in favor of foreign workers. This modern tower of Babel breeds confusion and isolation of workers because of the separation arising because of many tongues.

These strangers to our land take such employment as is offered them, often accept conditions intolerable to American workmen and live in a way abhorrent to American standards. They do the drudgery, risk the hazards of industries, sacrifice health, life or limb, that wealth may be increased. Their ignorance of our language and customs makes them the involuntary victims of predatory interests. When these conditions become established, customs and practices fixed and accepted, a mighty wrench and jar are necessary to cause the individuals to break loose and assert themselves, the first step necessary for betterment.

Impelled by the necessity to improve the conditions which the steel workers have too long endured and recognizing the necessity to jar loose and readjust the relations of the steel workers to the corporation, the purpose of the first stage of the organizing campaign inaugurated by the American Federation of Labor was to attempt to rouse them to realities, to make them feel the power that is theirs if they will but use it and to make them measure the difference between present conditions and those prevailing in better organized industries. Ambition must be roused and the spirit quickened before these oppressed toilers will demand social and industrial justice, before they realize what are their rights.

In different ways organized labor has been carrying the message of liberty and independence to those who recently came from lands where these concepts were unknown industrially, politically or socially. The organizers concentrated on the field are chosen from many races. The special literature for the campaign has been translated into many languages. At the different steel centers the work has been quietly, persistently and steadily carried on. Steadily and insistently the agents and forces of trade unionism have been bringing the steel workers into contact with American ideals and American practices. Organized labor now, as always, is the one institution that aims and tends to convert foreign workmen into American citizens. This campaign is already beginning to give evidence of gratifying results, although not quite a year has elapsed since our warning to the steel producers to rouse them from dreams of peace and absolute conquest of labor organizations. Recently came the break—the first outward manifestation of the rift in the old regime. At Rankin and Braddock the men exercised their rights as free workers and struck. In the strike that followed the steel corporation managers were true to all their old time practices and methods for crushing any indication of independence on the part of the toilers. Then, realizing the seriousness of starting a movement that might cause an upheaval and a revolution in the industry throughout the length and breadth of the land, the employers "granted" an increase in wages. In the mills affected the men went back to work.

The increase in wages is but the beginning of a better era. It is the initial benefit resulting from the campaign of agitation, education and organization. Without that campaign the increase would never have been granted. As individuals the workers are incapable of maintaining their rights against the great corporations. In their organized capacity even the corporations recognize that unless justice and honest dealings are accorded a time of reckoning would surely come upon them.

The campaign continues apace in the steel industry. But this is only a part of the greater movement to educate, organize and uplift all foreign labor within the country. The American Federation of Labor is entering upon the gigantic yet necessary task of Americanizing those with whom we live and work, to safeguard our nation from division into separate and isolated groups, to protect American standards and to advance and establish American ideals.—American Fedgrationist.

LABOR'S MEMORIAL DAY.

Second Sunday In May Should Be Observed by All Workingmen.

Progress in civilization is the result of the ideals, efforts and accomplishments of men and women who have done the world's work. What we are and have is largely the heritage of the years that preceded us. All through the ages there have been men and women working for humanity, often toiling that others might reap the harvest. They cared not who reaped the harvest from the seed they planted, for the seed was sown for the love of men and women and children. These great hearted people had joy in their work, rejoiced in the service they gave, impelled by love of mankind in their hearts.

Of such a type were the leaders and members who did the work of the organized labor movement. It is in memory of such who worked for truth and humanity that the 1907 convention of the American Federation of Labor set apart each second Sunday in May as labor's memorial Sunday. Not only will all union labor benefit from observing that day in spirit and in form, but the cause of humanity will receive an impetus and take on a new meaning. We need frequently to remind ourselves of duties and obligations in order to keep the spirit appreciative of the past, alert to the present and persistent for the future. These special days give courage and inspiration for the familiar daily work, give reach and penetration to the mind and heart to appreciate what has been done for us and the meaning of what is being done for the toilers in our own time and reveal our duty for the cause of human justice for all time to come.

Let all, then, prepare to suitably observe labor's memorial Sunday, May 11.—American Federationist.

FREE LIFE INSURANCE.

Newspaper Publisher Offers Policy to All of His Employees.

James M. Thomson, publisher of the New Orleans Item, recently addressed a letter to the employees of his paper in which he offered each one who had been in the employ of the company one year, on behalf of the Item company, a $1,000 straight life insurance policy in a local company. In the course of the letter Mr. Thomson said:

It is my belief that every substantial concern should help its people to provide against sickness, old age and death—three things to which each of us must look forward. I hope that in another year I will be able to offer the employees of the Item a life insurance, sick benefit and old age pension scheme to which we may mutually contribute and which will help provide against those contingencies in so far as we are jointly able to provide against them.

It is understood, of course, that the offer of this life insurance policy has nothing to do in any way with the compensation of any person in any department of the paper, as it is offered to all the employees of the paper, including the carriers.

It is our purpose to take some pension system under consideration during the coming year, and we will be pleased to have employees submit any practical ideas in this direction to the heads of their departments.

The Menace of Toil.

There are 13,000,000 cases of sickness among workers in this country each year which could be ascribed to occupational diseases, and a money loss of almost $750,000,000 annually thereby, according to papers read before the women's department of the National Civic federation. There is an arsenic poison menace in twenty-seven trades, declared Dr. John Andrews, secretary of the American Association For Labor Legislation, and in 138 trades workers are in constant danger of lead poisoning. "Only three states have efficient protective occupational laws," he declared.

Growth of Unionism In New York.

The last issue of the New York Labor Bulletin reports an increase of fifteen local unions and 29,007 members. In fifteen years, says the Bulletin, New York unions have grown from 927 locals, with a membership of 168,454, to 2,469 locals, with a total membership of 526,672. This is rather conclusive evidence that trade unionism is not declining in the Empire State.

Label For Order of Buffaloes.

The laws of the supreme herd of the Benevolent Order of Buffaloes provide that all literature and printing of the supreme and subordinate herds must bear the union label.

TRADE UNION NOTES.

Sixteen of the labor leaders convicted of conspiring to illegally transport dynamite are out on bail.

The Minnesota State Federation of Labor will meet in annual convention at St. Cloud Monday, June 16.

The silk workers who were recently on strike in Paterson have won, the employers conceding their demands.

During 1912 the total number of men involved in strikes was 40,500, considerably less than in the previous year.

The United Garment Workers of New York city have secured an advance of $1 per week in wages and a corresponding increase to piece workers.

The eight hour bill for women employed in the District of Columbia failed to pass in the Sixty-second congress. It is predicted that it will become a law in the next congress.

SASH OF THE MOMENT.

The Narrow Effect Is Good This Season.

SMARTNESS OF THE LITTLE SASH.

Little sashes like the one draped about the waist of the French gown pictured are very new this season. The sash of taupe lansdowne matches the skirt, also of this silk and worsted material, while the coat is of silk brocade.

Buttoned boots of a dressy type accompany the little costume.

Ethel Roosevelt to Wed on a Friday.

Defying all superstition, Miss Ethel Carow Roosevelt has chosen Friday, April 4, for her wedding day. It is quite fitting that her marriage to Dr Richard Derby should be celebrated in the little church in Oyster Bay and that the reception should follow at Sagamore Hill, the country home of Colonel and Mrs. Theodore Roosevelt, which in days gone by was known as the "little White House."

The bride and bridegroom will sail for Europe the day following their wedding. Miss Cornelia Landon, daughter of Mr and Mrs Henry Hutton Landon, a close friend of Miss Roosevelt, will be one of the bride's attendants.

Miss Roosevelt made her debut at a ball given at the White House in Washington when her father was president. Dr. Derby was graduated from Harvard, class of 1903. He is a son of the late Dr. Richard H. Derby.

Spring Wash Fabrics Expensive.

Many of the new washable fabrics are imported and are unusually expensive, costing on the average $2 a yard. When one has been in the habit of paying not more than 25 or 50 cents a yard for one's tub dresses this seems a large amount. These new goods, however, are very lovely and are so wide that the entire cost of material sufficient for a gown is not more than $8, and there is the merit of fashion about these materials which is not obtained in the cheaper grades. Some are of blue, pink or lavender and have the effect of dotted Swiss. The dots are small and white. There is a deep white border on the goods in any color. Brocade ratine is also new. This is $4 a yard and is serviceable for a traveling costume. It is light brown in tone, and the all over patterns are quite small. The former material is, of course, very sheer, while the latter is decidedly thick.

The Season's Favorite Colors.

The names of the new colors are all more or less associated with the personages that the Balkan war has brought into prominence. Many of the names are derived from the titles of the princesses of the countries now engaged in conflict in the Balkan territory. Among these shades blue in its various tints is the most conspicuous:

Bonne Mine (vapor blue).
Budapest blue (midblue).
Danube blue (midblue).
Wedgwood blue (grayish blue).
Marie Elizabeth gold.
Princess Stephanie (plum color).
Princess Louise (brown).
Yolenda green (reseda).
Yvonne (light blue).
Szilard rose.
Olga Regina (wistaria).
Funchal blue (sky blue).
Eugenie (orchid).

Cleaning Carpet Sweeper.

A good way to clean a carpet sweeper is to remove the brush, and after rubbing off all the hairs and lint rub it well with kerosene. Let the brush remain in the air until the odor has evaporated. The sweeper will leave the carpets and rugs looking much brighter after this treatment.

[Advertisement]

OPPOSED TO UNIONISM

Union men and their friends do not patronize the following:

Campbell, electrician, Burlingame.
R La Rue, plumbing contractor, San Bruno.
Geo Beals, plasterer, San Mateo.
Zwick, building contractor, Burlingame.
L P Morberg, building contractor, Burlingame.
Bradwick, contractor, Burlingame.
John Vickerson, building contractor, Burlingame.
Hanks, contractor, San Bruno.
Fulton, building contractor, Burlingame.
John Lee, building contractor, San Mateo.
Rix, brick contractor, San Bruno.
J H Rockingham, building contractor, Burlingame.
King, Sign Painter, Belmont.
McMahon, electrical contractor, Burlingame.
Madden, plumber, Burlingame.

Union men please take notice

BUILDING TRADES COUNCIL
OF SAN MATEO COUNTY

Notice of Sheriff's Sale

By virtue of an order of sale and decree of foreclosure issued out of the Superior Court of the County of San Mateo, State of California, and dated the 13th day of March, A. D. 1913, in an action in which the Plaintiff, Edwin R. Clute, on the 13th day of March, A. D. 1913, recovered judgment against Edgemar Realty Syndicate, (a corporation), Defendant, for $1,349.00 gold coin of the United States of America, and costs of suit, I have levied upon property described as follows, to-wit:

"Lots 3 in block 1, 16 in block 2, 16 block 11, 4 in block 12, 16 in block A, 16, 17, 38 and 45 in block B and 36 in block E, in the tract known as Edgemar, as shown and delineated on the Map of Edgemar, Subdivision No. 1," filed in the office of the County Recorder of said County of San Mateo, on the 11th day of September, A. D. 1907, in Book of Maps No. 5 at page 28.

Notice is hereby given that on MONDAY, the 14th day of April, A.D. 1913, at 12 o'clock M., in front of the Court House door in Redwood City, in the County of San Mateo, State of California, I will sell all the right, title, and interest of said Edgemar Realy Syndicate (a corporation) in and to the the above described property at public auction, for cash in gold coin of the United States, to the highest and best bidder, to satisfy said judgment and all costs.

Dated at Redwood City, this 21st day of March, A. D. 1913.

J. H. MANSFIELD,
Sheriff of the County of San Mateo, Cal.

First publication in Daly City Record March 21, 1913.

TAXES 1912-13

OFFICE OF TAX COLLECTOR,
County of San Mateo.
Redwood City, March 1s , 1913.

Notice is hereby given that the SECOND INSTALLMENT of taxes for the year 1912-13 are now due and payable at my office in the County Court House, at Redwood City, Cal., daily, Sundays and Legal Holidays excepted, from 9 o'clock A. M. to 5 o'clock P. M., to and including Monday, April 28th, 1913, at 6 o'clock P. M., when 5 per cent will be added to all taxes remaining unpaid.

A. McSWEENEY,
Tax Collector of San Mateo County.
apr 28

ASSESSOR'S INSTRUCTIONS

To Owners of Real Estate and Personal Property.

The law requires each and every person who owns any class of property to annually, during the months of March, April or May, file a statement with the Assessor or his deputy in the county where his property is located. You should give a statement of all property owned by you on the first Monday in March at 12 o'clock m.

No change can be made by the Assessor after he turns over his books to the Board of Supervisors on the first Monday in July. The Board then sits as a Board of Equalization during the month of July.

Remember, if you fail to give in your assessment you fail to comply with the law and may cause yourself, the Assessor and Tax Collector much trouble, and very likely cost yourself expense. It is much more satisfactory to the Assessor, as well as to yourself, to have your assessment correct when you go to pay your taxes.

C. D. HAYWARD,
Assessor of San Mateo County.

VIRENO Wine Vaults

A. VIRENO, Proprietor
M. VERNENGO. Mgr.

6156 MISSION ST. DALY CITY, CAL.

PHONE MISSION 2750

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WINE And Liquor Store

Domestic and Imported Wine
IMPORTED OLIVE OIL

First-Class Bar---Hot Lunch All Day

Table Claret 35c up
Home Made Wine, (Cant be beat), **45c up.**

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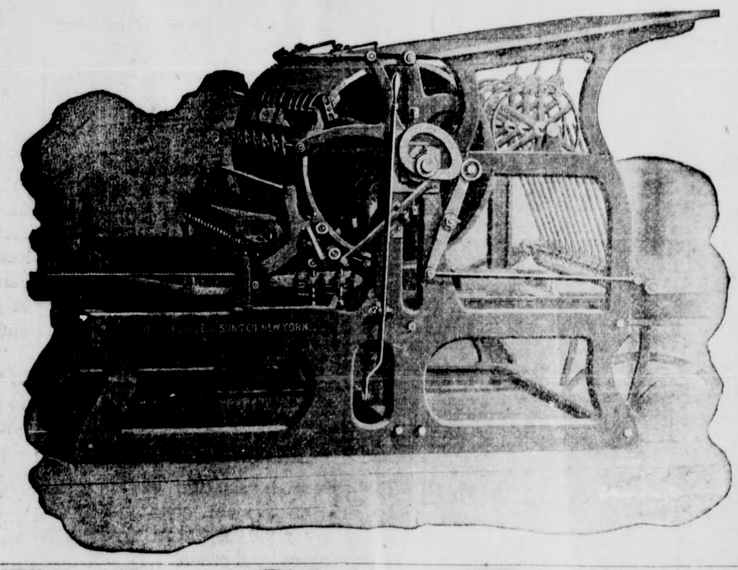

Daly City Record AND San Mateo Index

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PANAMA-PACIFIC 1915 BOND

ROAD BOND ELECTION NOTICE

To be Held on April 8, 1913

NOTICE OF SPECIAL ELECTION.

Notice is hereby given, that pursuant to an order of the Board of Supervisors made and entered on the 3rd day of March, 1913, a special election will be held in the County of San Mateo, State of California, on Tuesday, the 8th day of April, 1913, at which will be submitted to the electors of said county the following proposition:

Proposition to incur an indebtedness of the County of San Mateo and to issue bonds therefor to the amount of One Million Two Hundred and Fifty Thousand Dollars for the purpose of building and constructing the roads, bridges and highways of said county.

The ballots to be used at said election shall be substantially in the following form:

SPECIAL ELECTION TICKET.

To vote against the proposition and thereby authorize the incurring of an indebtedness and the issuing of bonds therefor to the amount of and for the purpose stated in such proposition, stamp a cross (X) in the blank space to the right of the words "Bonds Yes."

To vote against the proposition and thereby refuse to authorize the incurring of an indebtedness and the issuing of bonds therefor to the amount of and for the purpose stated in such proposition, stamp a cross (X) in the blank space to the right of the words "Bonds No."

All marks except the cross (X) are forbidden.

All distinguishing marks or erasures are forbidden and make the ballot void.

If you wrongly stamp, tear or deface this ballot, return it to the inspector and obtain another.

Proposition to incur an indebtedness of the County of San Mateo, and the issuing of bonds therefor, to the amount of $1,250,000 for the purpose of building and constructing the roads, bridges and highways of the county. Bonds issued for such purpose shall bear interest at the rate of five per centum per annum, payable semi-annually.

Bonds Yes	
Bonds No	

Any qualified elector of the County of San Mateo may vote at said special election either for or against the proposition submitted. To vote in favor of the proposition and thereby authorize the incurring of the indebtedness and the issuing of bonds to the amount of and for the purpose stated therein, he shall stamp a cross (X) in the blank space to the right of the words "Bonds Yes." To vote against and thereby refuse to authorize the incurring of the indebtedness and the issuing of bonds to the amount of and for the purpose stated therein, he shall stamp a cross (X) in the blank space to the right of the words "Bonds No."

Each cross (X) stamped in the blank space to the right of the words "Bonds Yes" shall be counted as a vote in favor of and to authorize the incurring of an indebtedness and the issuing of bonds to the amount of and for the purpose stated in such proposition, and each cross (X) stamped in the blank space to the right of the words "Bonds No" shall be counted as a vote not in favor of and a refusal to authorize the incurring of an indebtedness to the amount of and for the purpose stated in such proposition.

The names, numbers and boundaries of the several election precincts are the same as heretofore established by the Board of Supervisors by ordinance No. 243, adopted June 5 1911, and amended by Ordinance No. 249 adopted September 6, 1911, and shall constitute the election precincts for the special election herewith ordered, and the polling places and the officers to conduct said election are hereby designated and appointed as follows:

COLMA PRECINCT NO. 1.
Polling Place—Jefferson Hall.
Inspector—E. Geary.
Judges—N. Fuchs and Gertrude Oakes.
Clerk—Anna T. Harrison.

COLMA PRECINCT NO. 2.
Polling Place—Russi's Hall.
Inspector—Lizzie J. Atkinson, Sr.
Judges—John Tiedemann and Mrs. John Witt.
Clerk—C. P. Lambert.

DALY CITY PRECINCT NO. 1.
Polling Place—Crocker Tract Hall.
Inspector—Marie Wallace.
Judges—Philip F. Fahy and W. Faber.
Clerk—Elfrieda Sweeney.

DALY CITY PRECINCT NO. 2.
Polling Place—Pappa's Hall.
Inspector—Clemense I. Cochran.
Judges—Julius Nelson and Ethel Brown.
Clerk—E. R. Poor.

DALY CITY PRECINCT NO. 3.
Polling Place—Justice's Court, Mission road.
Inspector—Frances M. Quillinan.
Judges—A. J. Green and Elizabeth Perada
Clerk—F. Hansen.

VISITACION PRECINCT.
Polling Place—Waiting Room near 7 Mile House.
Inspector—Kate A. Schwerin.
Judges—G. F. Delaney and Julia Allemand.
Clerk—H. C. Van Deventer.

SOUTH SAN FRANCISCO PRECINCT NO. 1.
Polling Place—Moraggini's Store.
Inspector—Mellie Cohen.
Judges—C. S. Kaufman and Jessie Kelly.
Clerk—Julia Iago.

SOUTH SAN FRANCISCO PRECINCT NO. 2.
Polling Place—Town Hall.
Inspector—Viola R. Wood.
Judges—M. F. Healey and Catherine Sheehan.
Clerk—Peter Lind.

SAN BRUNO PRECINCT NO. 1.
Polling Place—House Elma avenue near Crystal Springs road.
Inspector—Amelia C. Sherman.
Judges—W. N. Holliday and Elizabeth T. Kane.
Clerk—Alfred R. Meade.

SAN BRUNO PRECINCT NO. 2.
Polling Place—Carpenter's Hall.
Inspector—Carrie Huff.
Judges—John B. Valentine and Lavinia H. Grady.
Clerk—C. Schoellkopf.

LOMITA PARK PRECINCT.
Polling Place—School House.
Inspector—Alma A. Monroe.
Judges—S. K. Fraser and Minnie Bogle.
Clerk—F. L. Kielmann.

MILLBRAE PRECINCT.
Polling Place—Millbrae Hall.
Inspector—Charlotte M. Paynter.
Judges—C. J. Hoge and Annie E. Bills.
Clerk—P. Gouzenes.

BURLINGAME PRECINCT NO. 4.
Polling Place—Dunbar's Store.
Inspector—Edna Bond.
Judges—W. J. Hargrave and Hannah T. Prendergast.
Clerk—R. H. Van Schaick.

SAN PEDRO PRECINCT.
Polling Place—Salada Hotel.
Inspector—Lydia Comerford.
Judges—H. N. Berry and Ella Hazel Meyers.
Clerk—P. E. Fleming.

BELMONT PRECINCT.
Polling Place—Club Hall on Ralston avenue.
Inspector—Felomina A. Foster.
Judges—Wm. M. Mason and Harriet C. Haydock.
Clerk—Geo. O. Rousell.

BURLINGAME PRECINCT NO. 1.
Polling Place—Athletic Club Hall on East Lane.
Inspector—Bessie Hatch.
Judges—John Lloyd and Medora E. Rollins.
Clerk—E. M. Stack.

BURLINGAME PRECINCT NO. 2.
Polling Place—Fire House in City Hall in Main street.
Inspector—O. E. Alger.
Judges—Alex Forbes and Martha Chapman.
Clerk—Eva M. Farnum.

BURLINGAME PRECINCT NO. 3.
Polling Place—Wm. Edwards Garage on Ralston avenue.
Inspector—Norma N. Bissett.
Judges—John Claussen and Kate L. Sablatschan.
Clerk—Chas. M. Hackmeir.

HILLSBOROUGH PRECINCT.
Polling Place—City Hall.
Inspector—Wm. Eldred.
Judges—Wm. Munro and Jos. J. Gainer.
Clerk—J. J. McGrath.

SAN MATEO PRECINCT NO. 1.
Polling Place—Fire House on B street in City Hall.
Inspector—Ethel M. Eilers.
Judges—A. Honerlah and Amelia R. Brunner.
Clerk—M. J. Burke.

SAN MATEO PRECINCT NO. 2.
Polling Place—Athletic Club Hall on R. R. avenue.
Inspector—W. P. Davidson.
Judges—Ellen Currie and Claude H. Moore.
Clerk—Nellie Usher.

SAN MATEO PRECINCT NO. 3.
Polling Place—No. 38 North C street.
Inspector—John Eustace.
Judges—Wm. J. Logue and Jas. J. Lyons.
Clerk—Geo. B. Ropp.

SAN MATEO PRECINCT NO. 4.
Polling Place—High School.
Inspector—H. N. Royden.
Judges—Maud Campbell and C. C. Anderson.
Clerk—Mary Burke.

SAN MATEO PRECINCT NO. 5.
Polling Place—Fire House on Bellevue ave.
Inspector—Minnie C. Killelea.
Judges—H. Kroger, Jr., and Clarinda S Morse.
Clerk—Edward E. Cooks.

SAN MATEO PRECINCT NO. 6.
Polling Place—Fire House on Mt. Diablo avenue and E street.
Inspector—Ida Kelley.
Judges—A. Gibsen and Frank S. Rosa.
Clerk—Kate Gittings.

SAN MATEO PRECINCT NO. 7.
Polling Place—School House near Homestead.
Inspector—Keyron O'Grady.
Judges—Catherine McCollum and Thurlow M. Murray.
Clerk—Sarah M. Britt.

MENLO PARK PRECINCT NO. 1.
Polling Place—Moloney's Storeroom.
Inspector—James G. Ferguson.
Judges—Meta Elizabeth Ringlar and Ada Louise Clarke.
Clerk—Rudolph Klump.

MENLO PARK PRECINCT NO. 2.
Polling Place—Fitzgerald Garage.
Inspector—Marey Viscent.
Judges—Arthur Joseph Carleton and Harry Gregory Walsh.
Clerk—Bertha Matilda Kuck.

PORTOLA PRECINCT.
Polling Place—Hallet's Hall.
Inspector—Kate Kelly.
Judges—Earnest Crowhurst and Orin Davis.
Clerk—Elizabeth Mary McDonnell.

LA HONDA PRECINCT.
Polling Place—Sears Hall.
Inspector—Julia C. Donaldson.
Judges—Charles Antone Cavalli and Emile H. Zanoni.
Clerk—Ida Adeline Mesquite.

WOODSIDE PRECINCT.
Polling Place—Town Hall.
Inspector—Walter Knight.
Judges—H. P. Haaker and Annie Earley.
Clerk—John Martin Williamson.

REDWOOD CITY PRECINCT NO. 1.
Polling Place—George West Building.
Inspector—Lizzie Hogan.
Judges—John Curran and Charlotte E. Wentworth.
Clerk—William W. Price.

REDWOOD CITY PRECINCT NO. 2.
Polling Place—Old Town Hall.
Inspector—Adelaide H. Butts.
Judges—C. H. Offerman and Edwin Thompson.
Clerk—Annie Bullivant.

REDWOOD CITY PRECINCT NO. 3.
Polling Place—Heiner's Garage.
Inspector—Olga Heiner Chilcott.
Judges—John Shermantine and P. J. Foley.
Clerk—Ella H. Pipkins.

REDWOOD CITY PRECINCT NO. 4.
Polling Place—Election Booth 5 Points.
Inspector—Mary Emma Fletcher.
Judges—Kennith Murray and Edward W. Gay.
Clerk—Ella Elizabeth Sargent.

HALFMOON BAY PRECINCT.
Polling Place—Scarpa House on Main street.
Inspector—C. W. Borden.
Judges—Ed. Gonzales and Mrs. L. Azevido.
Clerk—Mrs. Minnie F. Ross.

GRANADA PRECINCT.
Polling Place—Club House.
Inspector—L. Weigel.
Judges—T. F. Quinlan and A. Soluaga.
Clerk—Mrs. Florence Stoffels.

DENNISTON PRECINCT.
Polling Place—Montara Farallon School House.
Inspector—Sam Barnum.
Judges—Lillie Maud Kent and Mrs. Nora Archer.
Clerk—F. E. Hamlin.

PURISSIMA PRECINCT.
Polling Place—School House.
Inspector—Mrs. Julia Clark.
Judges—H. Nelson and John A. Bettencourt.
Clerk—Fred Sarcander.

STEELE PRECINCT.
Polling Place—Gazos School House.
Inspector—Antone Bennett.
Judges—Miss J. Bowen and Mrs. Geo. Steele.
Clerk—W. F. Steele.

PESCADERO PRECINCT.
Polling Place—I. O. O. F. Hall.
Inspector—Mrs. D. C. Adair.
Judges—Geo. P. Ellis and Bert Reese.
Clerk—Mrs. S. Shaul.

SAN GREGORIO PRECINCT.
Polling Place—County Warehouse,
Inspector—Mrs. S. A. Ponce.
Judges—T. E. Roe and Jesse Palmer.
Clerk—B. Zanoni.

Such special election shall be held and conducted in time, manner and form as required by the laws of the State of California for the conduct of such elections. When the polls are closed the officers of election shall count the ballots cast thereat, and canvass the votes cast respectively for and against the proposition submitted and make return thereof in time, form and manner required for counting, canvassing and returning the votes cast at other elections.

The Board of Supervisors will meet and canvass all election returns in the manner required by law, and declare the result thereof and if it appears therefrom that more than two-thirds of the votes cast at such election were cast and counted as being in favor of the proposition submitted and thereby authorized the incurring of the indebtedness and the issuing of bonds therefor to the amount of and for the purpose stated in such proposition, then and in such event bonds of the County of San Mateo will be issued as herein set forth.

Bonds will be issued to the amount of One Million Two Hundred and Fifty Thousand Dollars for the purpose of building and constructing the roads, bridges and highways of said county; such bonds shall be called "Highway Bonds," shall be of the denomination of $1,000 each, shall be dated July 1, 1913, shall be numbered from 1 to 1250, both numbers inclusive, and shall be payable thirty thousand dollars thereof four years from the date of said bonds beginning with the lowest numbers and thirty thousand dollars thereof of the next higher numbers on the same day for four succeeding years; forty thousand dollars thereof of the next higher numbers nine years from the date of said bonds and forty thousand dollars thereof of the next higher numbers on the same day for four succeeding years; fifty thousand dollars thereof of the next higher numbers fourteen years from the date of said bonds and fifty thousand dollars thereof of the next higher numbers on the same day for five succeeding years; and sixty thousand dollars thereof of the next higher numbers twenty years from the date of said bonds and sixty thousand dollars thereof on the same day for nine succeeding years, and all of said bonds shall be fully redeemed and paid before or at the expiration of twenty-nine years from the date thereof. Said bonds shall bear interest at the rate of five per centum per annum, payable semi-annually January 1 and July 1 of each year and the principal and interest shall be payable in gold coin of the United States at the office of the Treasurer of said County, at Redwood City, San Mateo County, California, or, at the option of the holder, at the fiscal agency of said County in the City and State of New York.

Dated this 3rd day of March, 1913.

JOS. H. NASH,
County Clerk and ex-officio Clerk of the Board of Supervisors of the County of San Mateo, State of California.

OCEAN SHORE RAILROAD

OFFICIAL TIME SCHEDULE

Became Effective Sunday, Dec. 15, 1912

7	5	3	1			2	4	6	8	10
a.m.	p.m.	a.m.	a.m.	Miles		a.m.	p.m.	p.m.	p.m.	a.m.
8:10	5:35	10:00	8:10	0.0	SAN FRANCISCO	7:30	2:30	4:15	5:00	8:40
8:25	5:50	10:15	8:30	2.5	Shops	7:15	2:12	4:00	5:45	8:25
*8:34	*5:59	*10:24	8:39	5.4	Onondaga	*7:07	*1:57	*3:50	*4:36	*8:17
*8:38	6:03	*10:28	*8:44	7.1	Palmetto	*7:03	*1:52	*3:46	*4:32	*8:13
*8:39	*6:04	*10:29	*8:49	7.6	DALY CITY	*7:02	*1:49	*3:44	*4:30	*8:12
*8:47	*6:12	*10:37	*9:03	9.9	Thornton	*6:54	*1:40	*3:38	*4:23	*8:04
*8:54	*6:19	*10:44	*9:09	11.9	Mussel Rock	*6:46	*1:30	*3:33	*4:17	*7:56
*8:57	*6:22	*10:47	*9:13	13.1	Edgemar	*6:42	*1:24	*3:29	*4:13	*7:52
9:01	6:26	10:51	9:20	14.3	SALADA	6:39	1:19	3:26	4:10	7:49
*9:03	*6:28	*10:53	*9:24	14.8	Brighton	*6:35	*1:13	*3:23	*4:08	*7:45
*9:06	*6:31	*10:56	*9:28	16.0	Vallemar	*6:32	*1:08	*3:19	*4:04	*7:42
9:07	6:32	10:57	9:50	16.6	Rockaway	6:31	1:05	3:18	4:03	7:41
9:12	6:37	11:02	10:05	18.1	TOBIN	6:25	12:45	3:13	3:58	7:35
*9:15	*6:40	*11:05	*10:08	18.9	Ransome	*6:21	*12:40	*3:08	*3:53	*7:31
*9:24	*6:49	*11:14	*10:18	21.1	Green Canon	*6:12	*12:32	*2:58	*3:43	*7:22
*9:27	*6:52	*11:17	*10:30	22.8	Montara	*6:07	*12:27	*2:51	*3:34	*7:17
9:28	6:53	11:18	10:35	23.0	FARALLON	6:06	12:26	2:50	3:32	7:16
9:32	6:57	11:22	10:38	24.1	MOSS BEACH	6:03	12:21	2:47	3:27	7:13
*9:33	*6:58	*11:23	*10:39	24.4	Marine	*6:02	*12:19	*2:43	*3:25	*7:12
*9:37	*7:02	*11:27	*10:43	26.0	Princeton	*5:58	*12:16	*2:40	*3:22	*7:08
*9:38	*7:03	*11:28	*10:44	26.5	North Granada	*5:56	*12:15	*2:38	*3:21	*7:06
9:40	7:05	11:30	10:45	27.1	Granada	5:55	12:13	2:36	3:19	7:05
*9:42	*7:07	*11:32	*10:55	27.6	SOUTH GRANADA	*5:54	*12:10	*2:35	*3:17	*7:04
*9:43	*7:09	*11:33	*10:58	28.1	Miramar	*5:52	*12:08	*2:33	*3:15	*7:02
9:50	7:16	11:40	11:14	30.2	HALF MOON	5:47	12:00	2:28	3:10	6:57
*10:05	7:20	11:55	11:20	30.8	Arleta	5:45	11:55	*2:25	*3:05	6:55
*10:10	.....	*12:00	.....	32.6	Fairhaven	.....	*11:21	*2:20	*3:01	.....
*10:15	.....	*12:05	.....	34.3	Purisima	.....	*11:15	*2:15	*2:56	.....
*10:17	.....	*12:07	.....	34.8	Sealrox	.....	*11:12	*2:09	*2:55	.....
*10:23	.....	*12:13	.....	36.1	Lobitos	.....	*11:07	*2:06	*2:52	.....
10:30	.....	12:20	.....	38.0	TUNITAS	.....	11:00	2:00	2:40	.....
a.m.	p.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.	a.m.

* Trains stop on signals and to leave passengers.
At Tunitas, stages connect for San Gregorio, La Honda, Ballevale, Pescadero and Pebble Beach
Trains No's 2, 3, 4, 5, and 6 are Daily.
Trains No's 7, 8 and 10, Sundays Only.

Tell Us
THE NEWS

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Civil Engineer
HYDRAULICS, SURVEYING, MAPING
Daly City, Calif.
P.O. ADDRESS 621 BELLEVUE AVE.
STATION "L",
SAN FRANCISCO, CALIF

Establishing a Family

A Curiosity Shop Was Found Useful

By ERNEST L. TUCKER

Back in the seventies of the last century, when oil wells were spouting and farmers who had been living on hog and hominy in a twinkling found themselves millionaires, a Pennsylvanian of German descent doing his spring plowing was accosted by a man who asked:

"Are you Herman Slyder?"

"Yes."

"You own this farm?"

"Yes."

"Is it for sale?"

"How much?"

"I'll give you a million dollars for it."

Slyder left the plow standing in the field, and, accompanying the stranger into the house, after a long parley sold his farm for $2,250,000. He was greatly elated till another man came along and offered him $2,500,000. Then he was plunged in misery, considering that he had lost the difference.

A couple of years passed. The Slyder family were now city people and rolling in wealth. The children were being educated. The adage "You can't make a silk purse out of a sow's ear" does not always pertain to youth. Katrina, the oldest daughter, was a pretty girl, and it was remarkable with what facility she withdrew from the farmhouse and stepped into the parlor. When she was twenty years old she would pass current in any society. But her father never got rid of his plowman's gait, and her mother never acquired the manner of a lady.

This does not mean that Mrs. Slyder was not ambitious. Though she knew she could not herself shine in high life, she saw an opportunity for her daughter to shine there. The leap the family had made from poverty to affluence caused her to condemn any

SHE CALLED HER LOVER'S ATTENTION TO THE FIND.

ordinary position in social life. She proposed that Katrina should jump to the top of the social pyramid.

"Katrina," she said to her daughter one morning, "we're going to Europe."

Katrina clapped her hands for joy. "We'll see London, Paris, Berlin and Rome, won't we?"

"I don't know anything about them places," replied the mother. "That's not vat we're going for." And she unfolded a plan by which Katrina was to marry a nobleman.

"Nonsense, mother!" exclaimed the girl. "We were not born among such people and would only be miserable with them. They would constantly be reminding us that we haven't the blue blood in our veins that they have and make us miserable."

"And we can remind them that we've got the money, can't we?"

"Until they have spent it for us, I suppose," replied the girl, shaking her head doubtfully.

When the Slyders appeared in Berlin the maternal head of the family assumed command and laid her plans for a campaign. She was a shrewd woman in her way, and, though the object of her ambition cannot be said to have been especially practical, she went about it in a very practical way. Her plan was this: The Slyders were to be an old and aristocratic family who had gone to America to mend their fortunes many years ago and had succeeded in doing so. They had now returned to take the position that belonged to them.

Her first move was to find one versed in German heraldry who would find this noble family and its castle or the castle's ruins. As for the ruin of the family, the Pennsylvania farmers supplied that, and the least said about it the better. The herald said he could only find Gottlieb Slyder, who sailed with the Hessians as body servant to an officer when those hirelings went to America to fight in the cause of King George III. Mrs. Slyder knew nothing about that struggle, but she could not adopt a servant for an ancestor and win. She thoroughly understood the power of money and made a deal with the herald for a much better origin. He at once unearthed Baron Herman Shnyder, who in the fifteenth century got very rich by robbing travelers who passed through the valley below his castle. A son had emigrated to Jamestown, Va., and the name had become corrupted to Slyder. The name Herman, however, had been retained among his descendants. The castle had fallen to decay, and the Shnyders, who had become very poor, were desirous of selling it.

This find cost Slyder a thousand dollars, which his wife considered, as she expressed it, "dirt cheap." The castle was purchased and repaired, and the Slyders, assuming the original family name of Shnyder, took possession of it. Unfortunately the furniture, family portraits, suits of armor and all that had long ago been scattered among the members of the Shnyder family. A hunt for some of these articles was instituted, but without success. However, where there is a will there is a way, and it was not long before a portrait of a Katrina Shnyder, a prim lady of sixty-five, was hung up in the room that had been used for the picture gallery. Where the 'Katrina' came from only Mrs. Slyder knew.

Among the impoverished young men of Berlin who were sniffing the air for American fortunes was young Karl Harsinger. Learning of the Slyders, he procured an introduction to Father Slyder, and it did not take him long to discover that if he would wed his daughter he must have a family tree whose branches grew high toward the heavens. Mrs. Slyder had discovered that no one in Berlin had been imposed upon by the discovery of the family tree. At any rate, the emperor did not send for Slyder to welcome him back to the home of his distinguished ancestor, the last Baron Shnyder, who had been stabbed in the bowels by a traveler whom he was attempting to rob. Still it is quite likely that had the emperor been convinced of the inheritance he would have done so.

Unfortunately for Mrs. Slyder's, or Baroness Shnyder's, plan, she permitted Katrina to go off with a party of Americans on a tour in Italy. The girl, who was to be reserved for a nobleman, fell in love with one of the party, Nathaniel Walker, and her love was returned. Knowing her mother's plans for her, she resolved to keep her love affair a secret and enjoined the same on her lover.

One day Katrina and Walker, while browsing about Berlin came upon a curiosity shop filled with—

Old armor, prints, pictures, vases, china (all crack'd),
Old rickety tables and chairs broken backed.

"Suppose we go in," said Walker. "Since manufacturing a family seems to be necessary to secure your hand perhaps I may find the wherewithal to establish one myself."

Entering the shop, they examined the treasures there and in a corner found a number of articles, consisting of swords, arquebuses, pikes and several old portraits, "all crack'd." Walker took up a dirk knife and asked the price. He was informed that the articles in that heap were sold. Miss Slyder, whose eyes were especially keen, noticed a paper lying on one of them, a sixteenth century saddle, and, stooping, read on it the name and address of Karl Harsinger.

Bursting into a laugh, she called her lover's attention to the find, remarking that her mother had pieced out the furniture of their castle from that shop. Her German suitor was about to establish his family from the same place, and she saw no reason why he (Nathaniel Walker) should not build from the same foundation, whereupon Mr. Walker purchased a tomahawk, that the shopkeeper assured him had been imported from America, and showed him stains of blood on it with which it had been recently bespattered during an Indian massacre of whites in the neighborhood of Philadelphia.

Such is the knowledge of many persons abroad concerning America.

One day Walker received a note from Katrina informing him that Herr Harsinger had suddenly discovered that he was a count. "Come tomorrow and bring your tomahawk," she added.

The next day at 12 Walker appeared at the Slyder abode, finding a carriage emblazoned with a coronet at the door, the paint of which appeared to be very fresh. He found inside a family gathering listening to Count Harsinger's account of the deeds of his ancestors—how they had fought in all European wars since the time of Charlemagne and had originally gained their title of nobility for military service.

The speaker's back was turned to Walker as he entered, and so intent was he on the splendid record he was giving that he did not hear the intruder. Presently he turned and saw his rival.

"Mr. Slyder," asked the newcomer, "I have called to ask you for the hand of your daughter. I bring with me a weapon captured by myself just before I left America from an Indian during a massacre in the environs of Philadelphia. You may see the blood stains on the blade."

At this point Katrina took the matter out of her parents' hands, telling the count that, while she felt highly honored by his offer, she must decline it since she had already promised her hand to one who, though he had not descended from heroic ancestors, had but recently shown his prowess during an American Indian fight with savages.

That ended Mrs. Slyder's attempt to establish a family among the German nobility.

Gems In Verse

LAUGH AND BE MERRY.

LAUGH and be merry. Remember better the world with a song,
Better the world with a blow in the teeth of a wrong.
Laugh, for the time is brief, a thread the length of a span.
Laugh and be proud to belong to the old proud pageant of man.

Laugh and be merry. Remember in olden time
God made heaven and earth for joy he took in a rime;
Made them and filled them full with the strong red wine of his mirth,
The splendid joy of the stars, the joy of the earth.

So we must laugh and drink from the deep blue cup of the sky.
Join the jubilant song of the great stars sweeping by.
Laugh and battle and work and drink of the wine outpoured
In the dear green earth, the sign of the joy of the Lord.

Laugh and be merry together, like brothers akin
Guesting awhile in the rooms of a beautiful inn,
Glad till the dancing stops and the lilt of the music ends.
Laugh till the game is played, and be you merry, my friends.

—John Masefield.

SOMETHING TO HOPE FOR.

HAVE something to hope for.
You may be poor,
You may be weary and obscure,
You may be old or blind or lame,
Chance may have robbed you of your rights,
You may not ever proudly claim
A place upon the gleaming heights,
But you may have such joy as springs
Within the breast of him who thrives,
The pride that fair achievement brings,
If hope within your heart survives.

HAVE something to hope for.
You may behold
A gleaming crown of gems and gold.
You may have dreamed of glory which
The future has reserved for you.
In pleasing fancy, proud and rich.
You may be of the splendid few.
Send forth a ship, select a goal,
Set out a shrub or plant a seed.
Keep some fair purpose in your soul.
Let hope have food on which to feed—
Have something to hope for.

—S. E. Kiser.

OVER THE ROOFS.

OVER the roofs of the houses I hear the barking of Leo—
Leo the shaggy, the lustrous, the giant, the gentle Newfoundland.
Dark are his eyes as the night, and black is his hair as the midnight.
Large and slow is his tread till he sees his master returning;
Then how he leaps in the air, with motion ponderous, frightening!
Now as I pass to my work I hear o'er the roar of the city—
Far over the roofs of the houses I hear the barking of Leo.

—Richard Watson Gilder.

SONG OF PEACE.

THE grass is green on Bunker Hill,
The waters sweet in Brandywine;
The sword sleeps in the scabbard still;
The farmer keeps his flock and vine.
Then who would mar the scene today
With vaunt of battlefield or fray?

The brave corn lifts in regiments
Ten thousand sabers in the sun;
The ricks replace the battle tents;
The bannered tassels toss and run;
The neighing steed, the bugle's blast—
These be but stories of the past.

The earth has healed her wounded breast;
The cannons plow the field no more;
The heroes rest. Oh, let them rest
In peace along the peaceful shore!
They fought for peace; for peace they fell.
They sleep in peace, and all is well.

The fields forget the battles fought;
The trenches wave in golden grain.
Shall we neglect the lessons taught
And tear the wounds agape again?
Sweet Mother Nature, nurse the land
And heal her wounds with gentle hand.

Lo, peace on earth! Lo, flock and fold!
Lo, rich abundance, fat increase.
And valleys clad in sheen of gold!
Oh, rise and sing a song of peace!
For Theseus roams the land no more,
And Janus rests with rusted door.

—Joaquin Miller (Died Feb. 17, 1913).

BREAKFAST TABLE TALK.

SAID the sausage to the buckwheat,
"Aw, you think you take the cake,
But the way you flap around here
Makes me have an inside ache."
Said the buckwheat to the sausage,
"Although you are incog.,
Your rooting for position
Makes it plain you are a hog."
The smooth, mellifluous sirup
Glanced at the dog and cat
And lisped in unlinked sweetness,
"I'm not so sure of that."

L'ENVOI.
Ain't it awful, Maple?

—W. J. Lampton in New York Sun.

THE SILENCE.

I HEAR the silence round me breathe
In tones so soft and low.
I hear the shadows as they move,
In winds that round me blow:
Hush—hush—let no tears fall!
Hush—hush—God rules o'er all!

I HEAR the silence say to me
As here I sit and dream:
"All things are good—there is no pain.
I am not what I seem.
Come—come—I hold the truth!
Come—come—I banish ruth!"

I HEAR the silence as it sings,
And peace upon me falls.
The wounds of life she heals for me
Whene'er I list her calls—
Peace—peace—all joy I see!
Peace—peace—now comes to me!

—Isolina.

WAGES.

IT takes a long, long time to learn
That raises are delayed
Because we seldom try to earn
More than we're being paid.

—Cincinnati Enquirer.

COST OF BAD ROADS

In contrast to the benefit that comes from good roads it is well to know something of the cost of bad roads. Showing what bad roads are constantly costing the farmer, gardener and every one else in the United States every year, we submit the following facts from the Red Oak Express of Iowa:

Cost of Bad Roads.

So much has been said of roads, good and bad, during the past few months that we have some hesitancy about saying more. The results so far have been altogether satisfactory, and the enthusiasm for good roads is so general, that it seems scarcely worth while to keep "harping" on the subject, yet the following is so true and has so direct a bearing on the most important phase of the road question that we have decided to give our readers the benefit of it. It is taken from the Farmers' and Drovers' Journal:

If you want to know what bad roads cost the country as a whole, keep in mind that American farmers are paying 23 cents a ton for hauling when European farmers are paying 7 to 9 cents. Now the interstate railroads yearly haul 265,000,000 tons of farm produce, and that the average haul from farm to market for the whole country is nine and a fraction miles. Put the cost of hauling at a round $2 a ton for a nine miles and you have the cost of hauling farm produce at a round half billion dollars a year. Half that cost is waste, solely owing to bad roads, says Collier's Weekly:

Look squarely at the facts!

Two hundred and fifty million dollars a year wasted on bad roads, which the farmer and consumer jointly pay.

The charge to haul wheat from New York to Liverpool, 3,100 miles is 3.5 cents per bushel. The charge to haul a bushel of wheat from farm to market, 9.4 miles is 5.11 cents. The storage on wheat at water fronts, 9 cents a bushel a year. Do good roads concern you?

Total up the whole cost of bad roads, the waste on haul, the storage at water fronts, the extra price paid for feed, owing to scant markets in spring—and you have an expense bill of a billion dollars a year against bad roads, or on a basis of 80,000,000 a tax of $12.50 a year which every man, woman and child pays for bad roads.

The result of bad roads are yearly bills of $12.50 against every person who eats farm produce. That yearly waste would build 200,000 miles of A1 macadam roads every year; or in ten years would turn every country road into such a highway as the Romans' famous Appian way, basing the cost at the very highest average of $5,000 a mile. Though that figure, owing to special differences of swamp or bridge work on easy grades near the source of the rock bed, the average has come as low as $2,000; in New Jersey, for instance.

With access to market and best ruling prices, net returns increase and farm lands jump in value. It is an actual fact, wherever good roads have gone, land has increased in value from $2 to $9 an acre. In Jackson county, Alabama, a bond issue of $250,000 built 125 miles of macadam road. The selling price of land from $6 to $15 before the road was built. On the completion land values went up from $15 to $25. In Bradley county, Tennessee, land value advanced from $9 to $15 and $30.

Another curious but perfectly natural result of good roads is population. Buyers buy more readily when they can market easily. Take these figures:

In tweneyt-five counties, where there was only 1.5 per cent of improved highways, the population increased in the ten years from 1890 to 1900, a total of 77,800.

In twenty five counties, where 40 per cent of the roads were improved the population increased in the same period 778,000.

The effect of good roads on school attendance needs no proof. In the five states having the best roads the average attendance is 77 per cent of enrollment. In the five states having the worst good roads the attendance averges only 59 per cent.

With these figures on schools, it is not surprising to find that ignorance and bad roads go together.

EEL FISHING TIDES

As the Coast Side Comet has received many inquiries as to when the next good eel fishing tides are we are printing the following table:

April	10	8:00 a. m.	Tide 0.0
"	11	8:54 a. m.	" —0.1
"	12	9:55 a. m.	" —0.1
"	13	11:00 a. m.	" —0.0
"	14	11:04 m.	" —0.0
"	23	7:27 a. m.	" —0.6
"	24	8:20 a. m.	" —0.5
"	25	9:16 a. m.	" —0.3
"	26	10:15 a. m.	" —0.0
"	57	11:11 a. m.	', —0.2

The dash (—) in front of the tides means minus even water.

BENEFITS THE FARMER

The Red Oak Express of March 14, 1913, expresses very clearly the benefit of good roads to the farmer and the rural district. When good roads are so necessary to develop a rural district, such as this in the State of Iowa, far from any large city, it needs no argument to show how much more valuable they would be to a county such as ours, located immediately adjoining the largest city in the West.

Development of Iowa Depends Upon Development of Rural District.

As an agricultural state primarily, the development of Iowa depends largely upon the development of her rural districts. This is being done from year to year by increased knowledge applied to farming methods both in the tilling of the soil and in the breeding and care of stock raised on the farm. Better farm machinery has played a large part in the state's progress and a number of inventions of recent years for the convenience of mankind in general have also aided largely in the advance of the farming communities.

With the agitation of the question of good roads comes, as always does come with attempted reform of any kind, an avalanche of criticism from those who will receive the greatest benefit from the proposed betterment of present conditions, lest they should be overcome by the burden of taxation necessitated by the proposed improvements, a large portion of which would fall upon those receiving a lesser amount of benefits.

The future of Iowa depends upon the future of the rural homes. The cities and towns may develop, to a certain extent, but the development of Iowa is not with the cities nor the towns nor the villages. This is a farming country and upon the farms depends the growth and support of the towns, and it is the rural districts that are to measure the progress and prosperity of the state.

Rural home life is and should be considered as the ideal life, but for some reason or other the owners of Iowa land are having a hard time to convince the present generation of young men and young women the truth of such a statement. And what is it that is driving so many of our young people from the farms? Educational disadvantages and the muddy roads.

But this problem can be in time overcome, and one of the best methods of arriving at that end is by the establishment of good roads. Every aristocracy since time began has been a landed aristocracy, and every people has marked the successive stages of its prosperity by the distance it has moved into the country. Whatever serves to bring the more remote districts into closer touch and within easier access of the centers of industry is one of the most important factors in development and progress of any country. Rural telephones, rural free delivery, the automobile, all have served to increase the prosperity and contentment and efficiency of the farmer and to bring him and his farm into closer connection with the markets and the advantages of the city, which by reason of his seclusion he had been previously denied. The establishment of good roads in the state will bring him into even closer connection with those things which tend to the betterment of his conditions and the increased valuation of his acres.

Good Work of Government Office

A Leading Factor in Present Force of Road Movement.

Realizing the importance of and the absolute necessity for good roads the United States Government is giving special attention to this subject at the present time. They are making sample roads in all parts of the United States, out of all classes of material, and under all kinds of conditions, as to soil conditions and the use to be made of the roads so as to help get the very best results for money expended under all conditions.

In the five years preceding March, 1912, the office of public roads of the department of agriculture has built 215 object lesson roads in all, about 350 miles of road, fifteen feet wide—and by expert advice aided in the formulation of more than 650 model county road systems, resulting in most instances in beneficial reforms. It has also assisted twenty six states in effecting equitable state aid plans.

Many of the model highway laws in various states have been prepared under the advice of the road experts of the department of agriculture, and all the data and statistics of the office of public roads are at the disposal of the legislatures.

All localities have their good roads problems. And do not forget that poor roads demand their human toll from rich and poor alike. Illustrating this point the following from the Red Oak Express of Iowa, certainly that county might better have spent thousands of dollars than to have sacrificed the life of such a man:

Road Improvement Needless Expense, or Lack of It Criminal Negligence, Which?

The death of Joe Davis of Shenandoah a short time ago as a result of his being pinned beneath his engine when it went through a bridge east of Essex is familiar to our readers. This would seem to be proof positive of the fact that our county roads are sadly in need of improvement, and the matter of better roads for Iowa is of vital importance to the citizens of Iowa.

We quote the following from Henry Field of Shenandoah, in Field's Seed Sense:

"No, you don't see Joe in the picture. They dug him out from under his wrecked sheller engine last night and took him to the hospital. The doctors are amputating his leg this morning, and they think he may live, but he will be a cripple for life, just able to get around, and that's about all.

Of course, there ought to have been a good solid concrete culvert there long ago. Everyone knew it, but the politicians who control our roads and bridges were too busy with politics to bother about it. Besides, the lumber men who furnished the rotten dead wood pine stringers were possibly opposed to concrete bridges as a useless extravagance, and they are generally influential citizens.

Joe lives just down the street from me. He is a ready, hard-working, good-natured fellow. Works at the seedhouse odd days when he don't have corn shelling to do. Told me just the other day that he has his shelling outfit about half paid for, and hoped to get paid out on it this spring if he had a good run of shelling.

All he has is this shelling outfit and a patient, hard-working wife and six small children. The neighbors are good to them, but it will be a long time before Joe is up and around again, and the payments are coming due on the sheller, and doctors don't work for nothing these days. And, by the way, sometime I'm going to give you my opinion about doctors and their work.

The county supervisors were out and looked at the bridge and decided they were not liable for damages.

I don't know how they figured it. I am no lawyer. I understand they are going to put in a new concrete bridge there now.

And meanwhile there's probably 50,000 such rotten bridges in the State of Iowa alone. Your man may get off luckier than Joe Davis did, or he may not. Why not abolish such bridges entirely?

Later—Joe's troubles are over. He was worse hurt even than we thought. And Mrs. Joe and the children, their troubles have just begun. May the God of the widow and the fatherless watch over her and her little flock. They've got a hard road ahead of them."

Are dollars to be compared to human life. Wouldn't it be better to have our roads in good shape so that the State of Iowa would compare favorably with other progressive states in the Union?

San Mateo's Good Work

San Mateo county's progressive citizenship moves sturdily ahead for a system of good roads, which will put that section of the State at least on a parity with the most highly developed counties of the State.

The campaign for the $1,250,000 bond issue, to be voted on April 8, is worth study as a model for similar enterprises elsewhere. The manifold arguments for the proposition that must prevail over the single counter argument of expense are being carefully and capably advanced. No word that might convince a doubting tax payer is left unsaid.

The bonds ought to carry, and doubtless will, but the campaigners are too wise to rest on any such assumption. They seek a vote that will show how seriously San Mateo regards her duty and opportunity, a vote that will do the county moral as well as material good.

The cost to the individual taxpayer under the bond issue will be small and so distributed as to bear heavily on nobody. Compared with the benefits to all the property in the county, it will be trivial.

The plans are fully approved by C. H. Burrell, senior engineer of highways in the government service. He has been assigned to assist the San Mateo campaigners, and is most effectively seconding their efforts. Speaking out of definite knowledge, he tells the voters that the smallest recorded benefit from a good roads project of this rank is 100 per cent in five years, while it has run as high as 1,000 per cent in one year.

The interest of San Francisco in this campaign is second only to that of San Mateo. The improvement will inure distinctly to the benefit of the metropolis—and it is no far look into the future to the time when, the two counties being one, that benefit will be directly ours.—San Francisco Call.

Burlingame Shows Benefit of Good Roads or Streets

We do not need to go outside of our own county for a good object lesson of the benefit to be derived from first-class streets or roads. Not very long ago Burlingame took up the matter of the fight for good paving of the streets in their city. Like every other proposition in the line of advancement in improvements they naturally met with a great deal of opposition from a part of their citizens. The people favoring progress won out after a good hard fight and the paving of the streets of their beautiful little city was properly started. They were fortunate in our opinion in securing the services of a very good man to have charge of the actual development of this work and by figuring the proposition out fully by themselves as to cost for a good system of street paving, we understand they were enabled to reduce the price very much below the original estimate on the work which has actually been done.

That the paving that has already been done is thoroughly satisfactory is shown by the fact that only within the last week, as we understand it, an additional amount of street paving has been demanded by the citizens, requiring an expenditure of over $300,000 more. We understand that there is not a single house open for rental in Burlingame at the present time. We know that it was an easy matter to secure a house for rental there before this paving of streets was under way. This shows an immediate direct benefit, to say nothing of the natural increase in the property that comes from such improvements and the increase in population that such improvements always bring about. And not the least of the benefit that Burlingame is getting on account of this activity of its citizens in placing it in the front rank among the cities of our county, is the great amount of advertising that they are getting free on account of their activity in this direction. All over the county at the present time Burlingame is beginning to be well spoken of on account of its paving and beautiful streets.

What Burlingame is doing for itself and the county in general in the work it is doing within its boundary, it is our desire to do for the whole county, by putting through the system of roads which have been outlined for our county and for which we are going to vote the bonds on April 8th. We will be enabled to build the best system of roads for this county of any county, not only in the State of California, but of any county in the United States outside of large cities. This is not an idle statement, but is a fact which will be certified to by any competent engineer.

Whole Business Outlook Has Been Changed in Four Years.

Mississippi is rapidly forging its way to the front in the matter of good roads, as well as in scientific farming and other things progressive, and Lowndes county is right in the line of march.

It is hard to realize how much has been accomplished in road building throughout this section during the last few years. Four years ago it required from five to six hours to travel a certain road to a point sixteen miles distant, using a two horse wagon and team and carrying half a load. Now the trip can be made with the same equipment and load in three hours.

Thus in one sense of the word the distance has been shortened about one-half. Four years ago it was very rarely possible to haul anything like a full load along this road, and it often happened in bad weather that it was out of the question to haul any load at all and was well nigh impossible to travel it with an empty vehicle. Now the weather never gets so bad that this road is not in fair condition, and greater loads are being hauled over it with less power and time, less wear and tear, less worry and bother.—Frank M. Butts in Progressive Farmer.

The Dog in the Manger.

The incompetent, shiftless, worthless political road official is the fellow who opposes better road legislation. If he wants to hold such a position, then why can't he think, study and qualify himself under a new road law and be a man? Conversions along this line can occur in warm as well as cold weather.

Simple Addition.

"One mile of good road will build another mile, and two miles of good road will build four more, and so on until the farmer has the road he wants from farm to market place, and the autoist has the trunk line that he wants, and everybody is satisfied," says ex-Governor Prouty of Vermont.

Philippine Highway Prizes.

Three prizes of $7,500, $5,000 and $2,500 were awarded in the Philippines last year to provinces for excellence in maintaining and constructing highways.

Florida's Enterprise

Florida is a smallish state in some dimensions. In population it ranked thirty-third at the last census. Its manufactures are trivial when compared with Pennsylvania's. It has no mines—underground. Time was, perhaps, when its ideas corresponded with its statistical caliber. But those who have not known the South of late years do not know it at all.

Florida has assets—for example, a far larger area of swamp and overflowed lands than any other state. Formerly that was considered a deficit. But the state's project to reclaim the Everglades by joint draining and irrigation is nearing completion. And if Florida's midwinter sunshine were put into the statistical abstract it would have to be expressed by such figures as astronomers use in stating the distance to Saturn. Climate means tourists and winter residents—soil and climate together mean fruit and vegetables; and all of these hang primarily upon transportation. Some of the best public roads to be found anywhere are in Florida; but there is now a campaign for a fifty-million-dollar bond issue to build the finest system of state highways in the country. "Not an expense, but an investment!" is the slogan.

Fifty million dollars at a crack for good roads would make any Northern state sit up and rub its eyes. The idea is big enough to offset any absence of iron or copper. Such a campaign means that Florida believes in herself, which is the first step in getting other people of the same mind.

Marriage Licenses Issued

The County Clerk issued the following marriage licenses during the week:

Fred Knudsen, aged 42, Alameda, and Margaret Neilson, aged 41, San Francisco.

Claud B. Rich, 21, Moss Beach, and Hertha M. Siegel, 20, Montara.

Walter Ernest Dodds, 36, and Marguerita Lambert, 40, both of San Jose.

Robert Larence Shelton, 45, South San Francisno, and Mary Margaret McKenzie, 44, Colma.

Pietro Vianinio, 28, and Louisa Traini, 16, both of Menlo Park.

Harvey W. Baldwin, 23, and Anna Ely, 18, both of San Mateo.

Frederick H. Coulture, 21, and Anna O. Ward, 21, both of Oakland.

Good transportation is the first absolute necessity in developing any community and the principal part of this transportation is good roads. People want to get to their homes without wading through the mud.

Orders In Superior Court

Ira M. Cobe vs. J. Hayden, et al. Trial continued to April 3d.

East San Mateo Land Co., vs. Southern Pacific Co. Motion to elect judgment continued to April 3d.

In the matter of the Cupertino Wine Co. asking for a dissolution of the corporation. Granted as prayed for.

John F. Boulbard vs. Crocker Estate Co. Action dropped from calendar.

Leroy Padget, et al, vs. E. A. Hardy, et al. Demurrer submitted and plaintiff ailowed 10 days to amend complaint.

A. L. Ackerman vs. Emilie Ackerman. Demurrer set for hearing for April 3d.

Theresa Czampert vs. Emilie Radulovies, et al. Order made quieting title to lots 7 and 8, block 14, Vista Grande.

J. F. Wienke vs. C. B. Smith, et al. Trial continued to April 3d.

J. F. Weinke vs C. B. Smith, et al. Demurrer sustained and plaintiff given 15 days to amend complaint.

J. F. Panckewicz vs. Clara A. Jess, et al. Demurrer to amend complaint submitted.

M. Goularte vs. Loren Coburn. Demurrer submitted.

Alfred M. Smith vs. John Elgi, et al. Decree granted.

Probate Court Orders

Estate of Thomas J. Kelly, deceased. First account of administratrix allowed and settled as presented.

Estate of Ellen S. McGowan, deceased. Will admitted to probate and Edward P. Harrison granted letters testamentary with bond fixed at $40,000.

Estate of Mary Billesbach, deceased. John Billesbach granted letters of administration to sesve without bonds.

Estate of William Cluff, deceased. First account allowed and settled as presented. Petition for partial distribution granted.

Estate of Elna A. Selby, deceased. Petition for attorney fees submitted.

The Supervisors of our county have shown their disposition to work for the best interests of the county and have appointed a commission of gentlemen from different parts of the county to assist in building our good roads when the bonds are voted. Let us see that the good work started by them is properly finished by us and that the bond issue is carried by a very large majority on April 8th.

Remember the date, April 8, for putting through the bond issue for good roads. Vote early and see that your friends vote at the same time.

REALTY TRANSFERS

Moeey Realty Co. to Jas. Henderson, lots 14, 15, blk 1, Reese sub.

R H Smith to Howard M Shaffer, lots 29, 30, blk 11, First Addition, San Bruno Park.

W Byrne and wife to J T McCarthy, 72 acres near Woodside.

Paul T Carroll to Marion M Ford, lot 3, blk 4, Burlingame Park.

N H Welburn to C O G Miller, lots 4, 6, blk 4, Burlingame Park.

Shore Line Investment Co. to T Gary and wife, lot 14, blk 40, Granada.

Ocean View Land and Impmnt Co. to W Henderson, lot 27, Vista Grande.

South S F Land and Impmnt Co. to Hensley-Green Co., lot 49, blk 1, lots 34, 35, 36, blk 9, lots 52 and 62, blk 10, San Bruno Park.

R T Hooper and wife to P M Rideout, blk 8, Menlo Oaks

N B Breensfelder to Co-operative Investors, lots 35 to 41, blk 4, Johnson ranch.

R H Smith to Herman J Axt, lots 22, 23, blk 2, Huntington Park.

Clara E Linesba and husband to A J Tucker et al, lot 3, blk 1, Lomita Park.

Harry Baker to Arthur Collins, lot 3, blk 27, Easton Addition Burlingame,

Clara M Jackson to J H Dennis, lots 39, 40, blk 3,)75-Lot Homestead Association.

Viola A Madler to Anna L Carp, lots 19, 20, blk 21, Farallone City.

J H Herbst and wife to Max Mamlock, portion blk 12, Western Addition, San Mateo.

Anglo-Cal. Trust Co. to Mary Schulyer, lot 14, blk 13, Hillcrest.

Hensley-Green Co. to Frances J Peterson, lot 9, blk 16, San Bruno Park.

Reviera Land Co. to Flora MacDonald, lot 8a, blk 4, El Mar Beach.

Shore Line Investment Co. to M E Miller, lot 9, blk 88, lot 9, blk 58, Granada.

Crocker Estate Co. to Wm. G Munto and wife, lot 42, blk 5, Crocker tract.

R H Smith to Mary A Shields, lots 36, 37, blk 21, Huntington Park.

S W Kinney to Rose J Kinney, lot 2, blk 1, Francis Beach tract.

Crocker Estate Co. to Jno. Pichon, lots 1, 2, blk 23, Crocker tract.

P M Lansdale and wife to Mary G Lansdale, portion lots 19, 20, San Mateo Rancho; portion lots 8, 9, Hillsborough.

E D Connolly to M S Wilson, 40 acres, 160 acres, 165 acres, T 7 S, R 4 West.

Jane Rogers to same, NE 1-4 of NW 1-4 of Sec. 25,,T 7 S, R 4 W.

Rockaway Beach Co. to J H Sandifer lot 21, blk 20, Rockaway Beach.

Ocean View Land and Impmnt Co. to Ida M Arnold, lots 39, 40, blk 3, Vista Grande.

Ansel M Easton and wife to J D McKee, lots 1, 2, 6, blk 35, Easton Addition, Burlingame.

M F Rose et al to J T Meddock, lot 47, blk 17, San Bruno Park.

G A Archer to same, lots 10, 11, blk 1, Brophy's sub Miramontes tract.

M M Murphy and husband to C Wolfert, lots 17, 18, blk 14, Hillcrest.

C H Holbrook to B A Joost, lot 5, blk 169; lot 3, blk 212; lot 3, blk 213, NW 3-4 of lot 8, blk 197, Abbey Homestead.

E D Connolly to P A McGinness, lot 26, blk 13, Hillcrest.

Kern-Neilan Co. to J Greenburg, lot 19, blk 4, $75-Lot Homestead Homestead Association.

A J Tucker et al to San Bruno Lumber and Supply Co., lot 3, blk 1, Lomita Park.

Arnold Hess and wife to H D McGarvey, lots 7, 8, blk 5, Wellesley Park, Sub. A.

Farallone Home Realty Co. to A Skinner, lot 19, blk 43, Farallone Hgts.

C T Connolly to Hannah Schneider, lot 6, blk 102, South San Fraucisco.

Hensley-Green Co. to Albert E Williams, lot 49, blk 1, San Bruno Park.

Alexander Jacobson to Anna Jacobson, lot 18, blk 18, Vista Grande.

Patrick Gilligan to Beatrice A Gilligan, lot 3, blk 9, Crocker tract.

Hensley-Green Co. to Jno. Ferguson and wife, lot 30, blk 29, San Bruno Park.

Moxey Realty Co. to E B Walker, lots 1, 2, blk 1, Reese Sub.

American Real Estate Co. to Jas. Hargrave, lot 8, blk 25, Visitacion.

P Rossia and wife to E Rossia and wife, 2.10 acres, Pierce, Van Winkle & Patten Ranches.

Rockaway Beach Co. to Geo. E Holmes, lot 43, blk 21, Rockaway Beach.

Geo. F Lyon and wife to S W McGarvey, lot 18, blk 2, Burlingame Park.

S W McGarvey and wife to H W Regan, same as above.

Helena Scarpa to M J Scarpa, SW 1-4 yf Section 4, and E 1-2 of SE 1-4 of Section 5, T 5 S, R 5 W. Portions lot 8, 9, Spanishtown.

M J Scarpa to P F Grainger, SW 1-4 of Section 4 and E 1-2 of SF 1-4 of Sec. 5, T 5 S, R 4 W.